

AGENDA

**Regional Transportation Council
Thursday, July 9, 2015
North Central Texas Council of Governments**

- 11:30 am Mobility Plan Workshop**
- 1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**
- 1:00 – 1:05 1. Approval of June 11, 2015, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Mark Riley, RTC Chair
Item Summary: Approval of the June 11, 2015, minutes contained in [Reference Item 1](#) will be requested.
Background: N/A
- 1:05 – 1:05 2. Consent Agenda**
 Action Possible Action Information Minutes: 0
- 2.1. **2015-2018 Transportation Improvement Program Modifications**
Presenter: Christie Gotti, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of August 2015 revisions to the 2015-2018 Transportation Improvement Program (TIP) will be requested.
Background: August 2015 revisions to the 2015-2018 TIP are provided as [Reference Item 2.1](#) for RTC consideration. These modifications have been reviewed for consistency with the Metropolitan Transportation Plan, air quality conformity determination, and financial constraint of the TIP.
- 1:05 – 1:20 3. Orientation to Agenda/Director of Transportation Report**
 Action Possible Action Information Minutes: 15
Presenter: Michael Morris, NCTCOG
1. Recognition of Sheffie Kadane for Service on the Regional Transportation Council (RTC)
 2. SmartWay Affiliate Award Recognition ([Electronic Item 3.1](#))
 3. Award Received for 2014 Progress North Texas ([Electronic Item 3.2](#))
 4. New Member Orientation
 5. Livestreaming of Metropolitan Planning Organization Policy Board Meetings, September 1, 2015
 6. Stadler Location Decision: Passenger Rail Vehicle Manufacturer
 7. East/West Equity ([Electronic Item 3.3.1](#) and [Electronic Item 3.3.2](#))
 8. American Recovery and Reinvestment Act Update ([Electronic Item 3.4.1](#) and [Electronic Item 3.4.2](#))
 9. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.5](#))
 10. Workplace Charging Challenge Roadshow Event, July 30 ([Electronic Item 3.6](#))

- 11. 2015 Ozone Season Update ([Electronic Item 3.7](#))
- 12. Clean Air Action Day Results ([Electronic Item 3.8](#))
- 13. June Public Meeting Minutes ([Electronic Item 3.9](#))
- 14. July Public Meeting Notice ([Electronic Item 3.10](#))
- 15. Clean Fleet Policy Fact Sheet ([Electronic Item 3.11](#))
- 16. Transportation and Air Quality Approved Legislation – 84th Texas Legislature ([Electronic Item 3.12](#))
- 17. Federal Transportation Legislation
- 18. Recent Correspondence ([Electronic Item 3.13](#))
- 19. Recent News Articles ([Electronic Item 3.14](#))
- 20. Recent Press Releases ([Electronic Item 3.15](#))
- 21. Transportation Partners Progress Reports

1:20 – 1:30

4. FY2016 and FY2017 Unified Planning Work Program

Action Possible Action Information Minutes: 10

Presenter: Dan Kessler, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of the FY2016 and FY2017 Unified Planning Work Program (UPWP) will be requested.

Background: North Central Texas Council of Governments (NCTCOG) staff, in cooperation with local governments and transportation agencies, has developed the FY2016 and FY2017 UPWP. This document identifies NCTCOG staff work activities to be performed between October 1, 2015, and September 30, 2017. The draft document was submitted to the Texas Department of Transportation (TxDOT) for review and comment on June 5, and information was also presented at a public meeting on June 8, 2015, with a copy of the document available on NCTCOG's Web site. The Surface Transportation Technical Committee took action at its June 26, 2015, meeting to recommend approval of the document. The latest draft of the document containing updated funding information is available for your review as [Electronic Item 4.1](#). Copies of the document will also be available at the meeting or by contacting NCTCOG staff. [Electronic Item 4.2](#) contains additional summary information. A draft RTC resolution for action is provided in [Reference Item 4.3](#).

1:30 – 1:40

5. SH 360 Interchange Partnership

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: SH 360 south of Green Oaks is being constructed as a toll road by the Texas Department of Transportation (TxDOT), operated by the North Texas Tollway Authority, and back-stopped by the Regional Transportation Council (RTC). Eight thoroughfare interchanges are being built as part of the project, and staff is requesting the RTC participate as a funding partner. Staff will request a recommendation for approval of an RTC contribution of \$7 million in Regional Toll Revenue funds.

Background: TxDOT received bid options to construct different configurations of the interchanges. The partnership included in [Reference](#)

[Item 5](#) contains revenues from the cities, Tarrant County, and the RTC to build the ultimate intersection cross sections. The partnership will reduce financial risk to the project over time. The RTC share is approximately 25 percent.

1:40 – 1:50

6. **Texas Department of Transportation-Related \$30 Million Loan Repayment and Accounting of SH 360 Interchange Partnership**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will seek Regional Transportation Council (RTC) approval of the repayment of the \$30 million contingency loan from the Eastern Subregion to the Western Subregion for improvements on IH 35W. An accounting of the SH 360 Interchange Partnership will also be discussed.

Background: In June 2012, the Council approved a \$30 million contingency loan for the construction of IH 35W in Tarrant County. These funds were taken temporarily from the SH 183/Midtown Express (\$20 million) and Loop 9 (\$10 million) projects. Since that time, the Texas Transportation Commission has awarded \$600 million to the SH 183/Midtown project, which more than repays the \$20 million loan from that corridor. Staff proposes to complete the repayment on the Loop 9 project by funding \$10 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) from the west for eligible projects along the Loop 9 corridor in Dallas County. Staff is proposing that these funding decisions and the proposed CMAQ funding will serve as the repayment of the \$30 million loan to the east. Ramifications of other partnerships, such as the SH 360 Interchange Partnership, will also be discussed. Additional details are provided in [Reference Item 6](#).

1:50 – 2:00

7. **Proposed Air Quality and Management/Operations Programs and Projects: Response to New Air Quality Conformity Initiatives**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the latest efforts to extend existing and develop new Regional Transportation Council (RTC) Air Quality and Management/Operations projects and programs.

Background: As development of the 2017-2020 Transportation Improvement Program (TIP) begins, staff is reviewing the RTC's ongoing Air Quality and Management/Operations programs and projects. A determination is needed regarding which projects should be continued, which ones can be discontinued, and any new programs/projects of this nature that should be considered for inclusion in the new TIP. To this end, North Central Texas Council of Governments (NCTCOG) staff has evaluated the list of existing management and operations, NCTCOG-implemented, and regional/air quality programs, and is recommending the extension of many of these programs into the FY2016-FY2018 timeframe. [Reference Item 7.1](#) contains a recommended project list for consideration. At the meeting, staff

will brief the Council on a proposed partnership involving Denton County Regional Toll Revenue and Proposition 1 funds that will provide an additional funding source for these projects. Opportunities for the county will be discussed. Additionally, early RTC action will be requested for the continuation of the Air Quality Marketing and Education Program through FY2016 as current funding will be expended before the end of the current year. Details regarding this effort are available in [Electronic Item 7.2](#). All other projects are slated for approval next month.

2:00 – 2:10

8. **Mobility 2040**

Action Possible Action Information Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: Work continues on the region's next long-range transportation plan. Staff will provide a briefing on the outcomes of the Mobility Plan Workshop which will be held prior to the RTC meeting.

Background: One of the primary responsibilities of the Metropolitan Planning Organization is the development and maintenance of a metropolitan transportation plan (MTP). The last comprehensive update of the MTP occurred in 2011 with the adoption of Mobility 2035. Since then, Mobility 2035 has gone through two revisions, an update in 2013, and an amendment in 2014. Staff has initiated the development of a new MTP, Mobility 2040. This plan will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. Development is ongoing and draft recommendations are expected later this year. The Regional Transportation Council is expected to take action on Mobility 2040 in March 2016.

2:10 – 2:20

9. **2015 Federal Transit Administration Programs Call for Projects: Project Recommendations**

Action Possible Action Information Minutes: 10

Presenter: Jamie Patel, NCTCOG

Item Summary: Staff will present a summary of draft recommendations for projects submitted through the 2015 Federal Transit Administration (FTA) Programs Call for Projects.

Background: On February 27, 2015, the North Central Texas Council of Governments issued a Call for Projects to competitively award Federal Transit Administration (FTA) funding for two programs: The Enhanced Mobility of Seniors and Individuals with Disabilities Program (§5310) and Job Access/Reverse Commute (JA/RC) projects through the Urbanized Area Formula Program (§5307). Approximately \$4.9 million was available for award in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas for projects addressing the transportation needs of low-income persons, seniors, and individuals with disabilities. Staff evaluated eight projects requesting federal funding of approximately \$6.2 million. [Electronic Item 9](#) provides a summary of projects evaluated and draft funding recommendations.

10. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Reference Item 10.1](#))
- STTC Attendance and Minutes ([Electronic Item 10.2](#))
- Local Motion ([Electronic Item 10.3](#))

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

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

13. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, August 13, 2015, at the North Central Texas Council of Governments.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL**

June 11, 2015

The Regional Transportation Council (RTC) met on Thursday, June 11, 2015, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Brian Barth, Mike Cantrell, Rudy Durham, Andy Eads, Charles Emery, Mark Enoch, Gary Fickes, Robert Franke, Sandy Greyson, Mojoy Haddad, Darrell Cockerham (representing Roger Harmon), Vonciel Jones Hill, Clay Jenkins, Ron Jensen, Jungus Jordan, Sheffie Kadane, Lee Kleinman, Stephen Lindsey, David Magness, Scott Mahaffey, Matthew Marchant, Ray Smith (representing Maher Maso), Stan Pickett, Mark Riley, Kevin Roden, Amir Rupani, Kelly Selman, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino, Oscar Ward, William Meadows (representing Bernice J. Washington), Cheryl Williams (representing Duncan Webb), Glen Whitley, Kathryn Wilemon, and Zim Zimmerman.

Others present at the meeting were: Vickie Alexander, Nancy Amos, Sia Ardekani, Gustavo Baez, Melissa Baker, Berrien Barks, Carli Baylor, Chris Bosco, Tanya Brooks, Bob Brown, Ron Brown, John Brunk, Michael Burbank, Loyl Bussell, Marrk Callier, Jack Carr, Angie Carson, Dave Carter, Sarah Chadderdon, Jim Cline, John Cordary, Michael Coyle, Clarence Daugherty, Ruben Delgado, Kim Diederich, Jerry Dittman, David Dryden, Chris Dyser, Traci Enna, Megan Everett, Kevin Feldt, Camille Fountain, Keineth Fuller, David Gattis, Bob Golden, Alessandro Gomez, Gary Graham, Bill Hale, Bob Hall, Tony Hartzel, Zen Hedrick, Rebekah Hernandez, Robert Hinkle, Trana Hoang, Jodi Hodges, Chia-Pin Hsu, Greg James, Tim Juarez, Kristy Keener, Dan Kessler, Roger Kittrell, Linda Koop, Kevin Kroll, Dan Lamers, April Leger, Sonny Loper, Stanford Lynch, Barbara Maley, Chad McKeown, Chris Mesuer, Michael Miles, Cliff Miller, Nancy Mitchell, Mindy Mize, Cesar Molina, Erin Moore, Michael Morris, Erica Mulder, Jenny Narvaez, Mikey Nowell, Nick Page, James Paris, Vaughn Parker, Todd Plesko, John Polster, Vercie Pruitt-Jenkins, Dean Radeloff, Chris Reed, Molly Rendon, Bill Riley, Carrie Rogers, Kyle Roy, Greg Royster, Moosa Saghian, Steve Salin, Russell Schaffner, Lori Shelton, Walter Shumac, Randy Skinner, Jim Sparks, Ryan Sparks, Kimberlin To, Lauren Trimble, Dan Vedral, Caroline Waggoner, Andy Wasielewski, Sandy Wesch, Elizabeth Whitaker, Amanda Wilson, Brian Wilson, Bruce Wood, Mykol Woodruff, Ed Wueste, and Susan Young.

1. **Approval May 14, 2015, Minutes:** The minutes of the May 14, 2015, meeting were approved as submitted in Reference Item 1. Mark Riley (M); Kathryn Wilemon (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **2015-2018 Transportation Improvement Program Modifications:** A motion was made to ratify the May 2015 administrative amendment to the 2015-2018 Transportation Improvement Program provided in Reference Item 2.1.
 - 2.2. **Unified Planning Work Program Modifications:** A motion was made to recommend Regional Transportation Council approval of modifications to the FY2014 and FY2015 Unified Planning Work Program provided in Reference Item 2.2.1. Additional information was provided in Electronic Item 2.2.2.

Sheffie Kadane (M); Oscar Trevino (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Former Regional Transportation Council (RTC) members Linda Koop and Bill Hale were recognized for their years of service on the RTC. In addition, Chief Gary Lindsey and Chief Scott were recognized for their work as instructors for the Freeway Incident Management Executive Level Course. Oscar Ward, City of Irving, announced the upcoming Transportation and Water Summit hosted by the city, August 18-19 at the Irving Convention Center. RTC members will receive complimentary registration to the event and additional details are available at www.transportationsummit.com. Michael Morris highlighted items from the meeting agenda and the Director of Transportation report. He noted that the Fort Worth Transportation Authority (The T) has received approval from the Federal Transit Administration (FTA) to advance its TEX Rail line from Fort Worth to the Dallas/Fort Worth International Airport into the engineering phase. In addition, Stadler was the winning bid to manufacture rail vehicles for the TEX Rail project. Mr. Morris noted the passing of former RTC Chair Ron Harmon and highlighted his accomplishments in the region. Current ozone season information was provided in Electronic Item 3.1, air quality funding opportunities for vehicles were provided in Electronic Item 3.2, and information regarding Clean Air Action Day were provided in Electronic Item 3.3. In addition, members were provided with a post card and drink tumblers for the upcoming Clean Air Action Day on June 26. He discussed the SH 161 shoulder project to relieve congestion in the corridor that is anticipated to open to the public later in June. Details were provided in Electronic Item 3.4. Progress North Texas, the annual state of the region, was provided to members at the meeting. It was noted that additional copies were available to members upon request. A June public meeting notice was provided in Electronic Item 3.5, and May public input opportunities minutes were provided at the meeting as Reference Item 3.9. Recent correspondence was provided in Electronic Item 3.6, and Mr. Morris noted the response from the Texas Department of Transportation regarding maintenance funds. Recent news articles were provided in Electronic Item 3.7, recent press releases were provided in Electronic Item 3.8, and transportation partner progress reports were provided at the meeting.

4. **Proposed Implementation of a Project Milestone Policy During the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program Development Process:** Christie Gotti presented information regarding the proposed Project Milestone Policy to be implemented as part of the 2017-2020 Transportation Improvement Program (TIP) /Statewide Transportation Improvement Program (STIP) development process. North Central Texas Council of Governments (NCTCOG) staff has reviewed projects funded ten or more years ago in which construction has not started to determine if the projects remain a priority for the region. The proposed policy applies to projects selected for funding between 1992 and 2005 and is intended to increase the amount of available funds for higher-priority projects. In addition, this effort will provide a realistic assessment of project status for funding decisions and balance the construction schedule capacity within the current financial constraints. Reference Item 4.1 is a listing of projects identified as being funded ten or more years ago that have not yet been implemented. These projects are divided into two categories: 1) 41 projects with an undetermined status totaling approximately \$118 million and 2) 14 projects with a known status totaling approximately \$108 million. Staff is proposing that as part of the 2017-2020 TIP/STIP development effort, agencies will be notified about the listed projects through formal correspondence. Agencies can justify keeping projects by providing a realistic, achievable schedule and documentation of policy board support. In addition, agencies should also provide documentation of local matching fund availability. Ms. Gotti clarified that the proposed action was for the proposed policy, not the list of projects. Regional Transportation Council Vice Chair Mark Riley asked the deadline for agencies to

provide justification. Ms. Gotti noted that this would be detailed in the formal correspondence provided to agencies, but would likely be in the fall. A motion was made to approve the proposed Project Milestone Policy detailed in Reference Item 4.2, direct staff to report back on the ten-year project list, and delete projects resulting from the policy through the 2017-2020 TIP/STIP action in April 2016. Mark Riley (M); Sheffie Kadane (S). The motion passed unanimously.

5. **United States Department of Transportation Issues Positive Transportation Conformity Determination:** Chris Klaus discussed the Regional Transportation Council's approval of the Mobility 2035-2014 Amendment and 2015-2018 Transportation Improvement Program in November 2014. Since that time, staff has been coordinating with interagency consultation partners, and on May 29, 2015, received a positive transportation conformity determination from the United States Department of Transportation, provided in Reference Item 5. This positive determination shows that all technical and procedural requirements of the Clean Air Act, required due to the region's ozone nonattainment designation, have been satisfactorily met and allows projects to proceed. Michael Morris discussed the importance of a positive transportation conformity determination that permits transportation projects to be implemented in the region. He noted that staff will bring back efforts over the summer to extend existing and develop new Regional Transportation Council air quality and management/operations projects and programs that will assist with emissions reductions necessary for future air quality conformity.
6. **Demographic Forecast for Mobility 2040:** Dan Kessler presented information regarding Forecast 2040, the forecasts of future population and employment for the 12-county metropolitan area that will be used to support the ongoing development of Mobility 2040. The North Central Texas Council of Governments Executive Board approved these updated forecasts at its May 2015 meeting. Mr. Kessler highlighted growth trends for households, population, and employment in the Dallas-Fort Worth (DFW) metropolitan area noting that between 2004 and 2014 more jobs were created in the DFW region than in the entire state of California during the same timeframe. Working with demographers across the state and country, forecasts estimate approximately 10.6 million in population for the region by 2040, 12 million by 2050, and 14 million by 2060, doubling the population between now and 2060. Highest population growth is expected in Dallas and Tarrant counties, as well as Collin and Denton counties. In addition, the highest employment growth is expected in Dallas County. Comparisons of 2035 and 2040 population and employment forecasts were highlighted to give perspective of the dramatic growth anticipated in the region. As staff continues development of Mobility 2040, these forecasts present a challenge from a mobility perspective. Staff will be working to identify the appropriate transportation needs and resources to meet the expected growth.
7. **Mobility 2040:** Dan Lamers discussed the development of Mobility 2040, the next long-term transportation plan. He highlighted focus areas for Mobility 2040, specifically noting new demographics, financial assumptions for the legislative session, and resulting recommendations. Demographic information was highlighted, which may have considerable impacts on the type of transportation solutions necessary. In addition, financial assumptions will be reviewed in order to meeting federal regulations for a financially constrained document. He noted that the 84th Legislative Session ended June 1, 2015, and four main sources of revenue are anticipated: 1) Proposition 1, 2) the end of diversions, 3) portions of the sales tax, and 4) excise tax. Potential funding and the anticipated timeframe for each category were highlighted, with approximately \$1.7 billion anticipated statewide in 2015. Many of the funds prohibit use on toll roads or for transit. Staff has not yet determined how

anticipated funding and demographics will impact overall recommendations. It is anticipated that more centralized growth in population and employment will impact recommendations for urban areas. In addition, new revenue restrictions will impact project scopes resulting in a need to balance tolled versus tax funded projects. Over the last decade, efforts have been made to establish a stable funding source for regional rail. This has been unsuccessful in the legislature and the reevaluation of local government support for new or expended passenger rail service will affect transit recommendations. Lastly, there will be focus on system connectivity in order to implement more strategic improvements within the region that focus on activities for daily living. Mr. Lamers highlighted the Mobility 2040 development schedule noting that Regional Transportation Council action is anticipated in March 2016. Jungus Jordan asked how the region's demographics compare to the rest of the state and how formulas will work going forward. Michael Morris noted that discussions will occur with district engineers and Texas Department of Transportation headquarters regarding formulas. The Legislature has adjusted the formula for Proposition 1 funds to urban regions. Regarding traditional formula allocations, the region has not received those funds in many years. He discussed the ability to leverage projects and the success of those partnerships in the region. Conversations must continue over the summer as staff looks at both statewide and regional funding in order to determine the best path forward, options for leveraging, and resources for a "balanced transportation vision." Mr. Lamers also noted the Mobility 2040 infographic, provided at the meeting, and encouraged members to complete the survey provided at the link on the handout.

8. **State and Federal Legislative Update:** Amanda Wilson provided a federal legislative update. She noted that Congress recently passed a two-month extension of Moving Ahead for Progress in the 21st Century through July 31. However, another extension or long-term bill is needed. An extension through the end of December would require an additional \$8 billion at the current funding level. A six-year reauthorization would require up to \$90 billion in additional revenue. She noted that the House Ways and Means Committee has scheduled a hearing to discuss options for replenishing the Highway Trust Fund, which is a positive step. In addition, Ms. Wilson provide a state legislative update and specifically highlighted items related to the Regional Transportation Council (RTC) State Legislative Program. Revenue for roadway projects moved ahead positively, as well as full funding of the AirCheckTexas program. Related to retaining limited authority for TxDOT to enter into public-private partnerships, the same authority remains. RTC requested new authority for the IH 635E project but no new authority was granted. A legislative caucus was created of all senators and representatives surrounding the corridor that will begin meeting in the near future. Related to high-speed rail, no bills that would prohibit high-speed rail moved forward. Specifically related to funding, HB 1 was passed and included Article VII that will provide an additional \$3.7 billion in transportation funding over the biennium. This will be achieved by ending diversions (\$1.3 billion) and through Proposition 1 funding (\$2.4 billion). Ms. Wilson noted that the Proposition 1 funding allocation was increased for mobility and capacity in urban areas. She also discussed SJR 5 that will be on the ballot in November 2015. If approved by voters, \$2.5 billion of general sales tax revenue over \$28 billion will go to the State Highway Fund per year beginning in September 2017. Also, 35 percent of the motor vehicle sales tax that exceeds \$5 billion will be dedicated to the State Highway Fund beginning in September 2019. In the fiscal note of this bill, approximately \$430 million is estimated for the first fiscal year. She noted that safeguards are included if the Legislature feels as if there is not enough general revenue. Ms. Wilson also discussed the success for the AirCheckTexas program which will receive \$87 million over two years and appropriation of the collected revenue. Regarding legislation to support, Texas Emissions Reduction Plan funding will increase \$81 million over the last biennium. In addition, HB 735 will allow for the

collection of the number of alternative fuel vehicles registered in the state and HB 1633 will require notification of a permit to drill an oil or gas well in or near a TxDOT easement. HB 20, related to legislation to monitor, will require the Texas Transportation Commission/TxDOT to develop and implement a performance-based planning process that will look at performance metrics, project prioritization, and a scoring system for projects across the state. Metropolitan Planning Organizations (MPOs) will also be required to develop a new ten-year plan that bridges the gap between the four-year Transportation Improvement Program and 20-year mobility plan. MPOs will also be required to look at project recommendation criteria similar to what is currently required in federal law. In addition, the lieutenant governor and speaker of the house will appoint a legislative committee for oversight, and design-build terms will be amended to be used only on larger projects. Additional bills were also discussed including HB 122 that prohibits issuing debt from Texas Mobility Funds and from using the funds on toll roads, HB 565 that prohibits a private toll road corporation from using eminent domain authority and clarifies that they may work with a public toll project entity. In addition, SB 1237 requires MPO policy boards with populations over 350,000 to broadcast meetings live and achieve online and HB 2612 will require TxDOT to create a report regarding how much money it would take to eliminate toll roads throughout the state. Ms. Wilson noted that staff is working to prepare a full summary of all transportation that will be provided to members.

9. **Development of the FY2016 and FY2017 Unified Planning Work Program:** Dan Kessler presented a summary on the development of the proposed FY2016 and FY2017 Unified Planning Work Program (UPWP). The UPWP documents activities to be carried out by the Metropolitan Planning Organization utilizing federal transportation formula funds over FY2016 and FY2017 and is a cooperative effort with local governments and transportation agencies in the region. Planning and programming activities to be carried out in the 12-county metropolitan area by North Central Texas Council of Governments (NCTCOG) and local agency staffs are included in the document, along with allocated funding for each activity. Mr. Kessler reviewed the format of the UPWP which includes five major tasks and various subtasks to document the work to be performed. Major planning initiatives include efforts such as the University Partnership Program, data collection, Mobility 2040, the 2017-2020 Transportation Improvement Program, the regional Joint Land-use study, transit, high-speed rail, SH 183/SH 199, asset management, and managed lane technology. Staff anticipates having approximately \$5.3 million in Federal Transit Administration (FTA) Section 5303 funds, \$13 million in Federal Highway Administration funds, and \$6.2 million in FY 2015 carry-over funds for a total of approximately \$24.6 million in transportation planning funds based on current estimates. Staff anticipates approximately \$20 million in expenditures leaving approximately \$4.6 million to carry over to FY2018. Mr. Kessler discussed the importance of carry over funds, which will allow NCTCOG to operate in the event that congress fails to act with a continuing resolution or a long-term funding bill. He noted that the draft document was submitted to the Texas Department of Transportation on June 5 and will presented to members for action at the July 9 RTC meeting. A copy of the document is available online at www.nctcog.org/trans/admin/upwp.
10. **Election of Regional Transportation Council Officers:** Lee Kleinman announced the slate of officers recommended by the Regional Transportation Council (RTC) Nominating Subcommittee for the 2015-2016 term: Chair Mark Riley, Vice Chair Ron Jensen, and Secretary Rob Franke. A motion was made to approve the slate of officers recommended for the 2015-2016 term. Lee Kleinman (M); Vonciel Jones Hill (S). The motion passed unanimously.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 11.1, Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 11.2, and the current Local Motion was provided in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, July 9, 2015, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:35 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: 11614.6	Facility: VA	Location/Limits From: ROY ORR CROSSING OF TEN MILE CREEK JUST EAST OF HAMPTON RD	Modification #: 2015-0366
Implementing Agency: NCTCOG		Location/Limits To: NORTH OF E. PLEASANT RUN ROAD (BEHIND CITY HALL)	
County: DALLAS	CSJ: 0918-47-135		
City: DESOTO	Desc: DEVELOP A FEASIBILITY PLAN AND INITIAL DESIGN/SCHEMATIC FOR A BIKE/PEDESTRIAN CROSSING		
Request: REVISE SCOPE AS PRELIMINARY ENGINEERING FOR A BIKE/PEDESTRIAN CROSSING; MOVE PROJECT TO FY2016; CHANGE CSJ FROM 0918-47-902 TO 0918-47-135			
Comment: 32,000 TDC (MPO) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL			

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-902	Cat 3 - TDC (MPO):	\$0	\$0	\$32,000	\$0	\$0	\$0
2015	ENG	0918-47-902	Cat 5:	\$160,000	\$0	\$0	\$0	\$0	\$160,000
Phase Subtotal:				\$160,000	\$0	\$32,000	\$0	\$0	\$160,000
Grand Total:				\$160,000	\$0	\$0	\$0	\$0	\$160,000

STTC APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-47-902	Cat 3 - TDC (MPO):	\$0	\$0	\$32,000	\$0	\$0	\$0
2016	ENG	0918-47-902	Cat 5:	\$160,000	\$0	\$0	\$0	\$0	\$160,000
Phase Subtotal:				\$160,000	\$0	\$32,000	\$0	\$0	\$160,000
Grand Total:				\$160,000	\$0	\$0	\$0	\$0	\$160,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-47-135	Cat 3 - TDC (MPO):	\$0	\$0	\$32,000	\$0	\$0	\$0
2016	ENG	0918-47-135	Cat 5:	\$160,000	\$0	\$0	\$0	\$0	\$160,000
Phase Subtotal:				\$160,000	\$0	\$32,000	\$0	\$0	\$160,000
Grand Total:				\$160,000	\$0	\$0	\$0	\$0	\$160,000

Revisions since STTC Meeting: CHANGE CSJ SINCE STTC MEETING

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
COUNTY:	Identifies the county in which the project is located.
CITY:	Identifies the city in which the project is located.
FY:	Identifies the fiscal years 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.

FACILITY:	Identifies the highway or road on which the project is located. VA means Various, CS means City Street, and MH means Municipal Highway.
LOCATION/LIMITS FROM:	Identifies the starting point of the project.
LOCATION/LIMITS TO:	Identifies the ending point of the project.
CSJ:	Tracking number the Texas Department of Transportation (TxDOT) assigns to a project.
DESC:	Identifies the project description or scope of work that will be completed in the project.
REQUEST:	Describes the action being requested through each modification.
COMMENT:	States any comments related to the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: http://www.nctcog.org/trans/tip/15-18/index.asp
CURRENTLY APPROVED FUNDING TABLE:	Provides the total funding currently approved for a 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.
STTC APPROVED FUNDING TABLE:	Provides the total proposed funding for a project as recommended for RTC approval by Surface Transportation Technical Committee (STTC); incorporates total funding for all fiscal years and phases. This table will only show if funding has changed since STTC took action on the project.
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.
REVISIONS SINCE STTC MEETING	Describes any revisions made to a modification since STTC took action on a project.

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 83294 **Facility:** DNT **Location/Limits From:** BELT LINE ROAD **Modification #:** 2015-0277
Implementing Agency: NTTA **Location/Limits To:** PGBT
County: DALLAS **CSJ:** N/A
City: ADDISON **Desc:** RESTRIPE PAVEMENT FROM 3 TO 4 LANES SOUTHBOUND ONLY AND RESTRIPE PAVEMENT FROM 3 TO 4 LANES NORTHBOUND FROM TRINITY MILLS TO PGBT
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: APPROVAL OF THIS PROJECT IS CONTINGENT UPON NTTA'S ADHERANCE TO THE APRIL 6, 2015 LETTER/PROPOSAL BETWEEN TXDOT, NTTA, AND NCTCOG REGARDING CONGESTION MITIGATION STRATEGIES

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$683,500	\$683,500
2016	CON	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$21,244,000	\$21,244,000
Grand Total:				\$0	\$0	\$0	\$0	\$21,927,500	\$21,927,500

TIP Code: 11719 **Facility:** FM 2786 **Location/Limits From:** SH 5 **Modification #:** 2015-0331
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF ANGEL PARKWAY
County: COLLIN **CSJ:** 3392-01-008
City: ALLEN **Desc:** WIDEN 2 TO 4 LANE DIVIDED (6 LANE ULTIMATE) WITH INTERSECTION IMPROVEMENTS AT SH 5
Request: INCREASE CONSTRUCTION FUNDING BY \$1,087,391 STP-MM (\$869,913 FEDERAL AND \$217,478 STATE) TO MATCH LOW BID AMOUNT FOR A REVISED AUTHORIZED AMOUNT OF \$7,976,761 TOTAL (\$1,041,770 LOCAL CONTRIBUTION [\$1,041,770 LOCAL], \$486,300 CMAQ [\$389,040 FEDERAL AND \$97,260 STATE], AND \$6,448,691 STP-MM [\$5,158,953 FEDERAL AND \$1,289,738 STATE]) WITH NO CHANGES TO ROW PHASE
Comment: LOCAL CONTRIBUTION PAID BY ALLEN AND COLLIN COUNTY; CMAQ FOR INTERSECTION IMPROVEMENTS ONLY

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ROW	3392-01-010	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,250,000	\$250,000	\$0	\$2,500,000
2015	CON	3392-01-008	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,041,770	\$1,041,770
2015	CON	3392-01-008	Cat 5:	\$389,040	\$97,260	\$0	\$0	\$0	\$486,300
2015	CON	3392-01-008	Cat 7:	\$4,289,040	\$1,072,260	\$0	\$0	\$0	\$5,361,300
Phase Subtotal:				\$4,678,080	\$1,169,520	\$0	\$0	\$1,041,770	\$6,889,370
Grand Total:				\$4,678,080	\$1,169,520	\$2,250,000	\$250,000	\$1,041,770	\$9,389,370

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ROW	3392-01-010	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,250,000	\$250,000	\$0	\$2,500,000
2015	CON	3392-01-008	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,041,770	\$1,041,770
2015	CON	3392-01-008	Cat 5:	\$389,040	\$97,260	\$0	\$0	\$0	\$486,300
2015	CON	3392-01-008	Cat 7:	\$5,158,953	\$1,289,738	\$0	\$0	\$0	\$6,448,691
Phase Subtotal:				\$5,547,993	\$1,386,998	\$0	\$0	\$1,041,770	\$7,976,761
Grand Total:				\$5,547,993	\$1,386,998	\$2,250,000	\$250,000	\$1,041,770	\$10,476,761

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 20082 **Facility:** FM 2786 **Location/Limits From:** EAST OF ANGEL PKWY **Modification #:** 2015-0332

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 1378

County: COLLIN **CSJ:** 3392-01-009

City: ALLEN **Desc:** RECONSTRUCT 2 LANE ROADWAY TO A 4 LANE (ULTIMATE 6) DIVIDED ROADWAY

Request: INCREASE CONSTRUCTION FUNDING BY \$473,813 RTR 121-CC1 (\$379,050 REGIONAL AND \$94,763 LOCAL) FOR A REVISED FUNDED AMOUNT OF \$7,822,942 RTR 121-CC1 (\$6,355,845 REGIONAL AND \$1,467,097 LOCAL) FOR CONSTRUCTION TO MATCH LOW BID AMOUNT WITH NO CHANGES TO OTHER PHASES

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ROW	3392-01-011	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,402,848	\$155,872	\$0	\$1,558,720
2013	UTIL	3392-01-011	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$400,000	\$100,000	\$0	\$500,000
2015	CON	3392-01-009	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$5,976,795	\$1,372,334	\$0	\$7,349,129
Grand Total:				\$0	\$0	\$7,779,643	\$1,628,206	\$0	\$9,407,849

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ROW	3392-01-011	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,402,848	\$155,872	\$0	\$1,558,720
2013	UTIL	3392-01-011	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$400,000	\$100,000	\$0	\$500,000
2015	CON	3392-01-009	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$6,355,845	\$1,467,097	\$0	\$7,822,942
Grand Total:				\$0	\$0	\$8,158,693	\$1,722,969	\$0	\$9,881,662

TIP Code: 11617.2 **Facility:** VA **Location/Limits From:** MOBILITY ASSISTANCE PATROL ASSESSMENT **Modification #:** 2015-0350

Implementing Agency: NCTCOG

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

City: VARIOUS **Desc:** MOBILITY ASSISTANCE PATROL ASSESSMENT

Request: PROJECT COMPLETE, REDUCE FUNDING BY \$44,522 RTC/LOCAL (\$44,522 REGIONAL) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$478 RTC/LOCAL (\$478 REGIONAL) IN FY2015; RETURN REDUCED FUNDS TO THE RTC/LOCAL FUNDING POOL

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	CON	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$45,000	\$0	\$0	\$45,000
Grand Total:				\$0	\$0	\$45,000	\$0	\$0	\$45,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	CON	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$478	\$0	\$0	\$478
Grand Total:				\$0	\$0	\$478	\$0	\$0	\$478

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11796 **Facility:** CS **Location/Limits From:** ON WINDHAVEN PKWY FROM 220 FEET WEST OF GENTLE WAY **Modification #:** 2015-0352

Implementing Agency: PLANO **Location/Limits To:** SPRING CREEK PARKWAY

County: COLLIN **CSJ:** 0918-24-143

City: PLANO **Desc:** WIDEN FROM 4 TO 6 LANES DIVIDED FROM 220 FEET WEST OF GENTLE WAY TO PARKWOOD BOULEVARD AND WIDEN FROM 2 TO 4 LANES DIVIDED FROM PARKWOOD BOULEVARD TO SPRING CREEK PARKWAY

Request: INCREASE ENGINEERING FUNDING BY \$600,000 STP-MM (\$480,000 FEDERAL AND \$120,000 LOCAL) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$800,000 STP-MM (\$640,000 FEDERAL AND \$160,000 LOCAL) IN FY2010; INCREASE CONSTRUCTION FUNDING BY \$900,000 STP-MM (\$720,000 FEDERAL AND \$180,000 LOCAL) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$3,700,000 STP-MM (\$2,960,000 FEDERAL AND \$740,000 LOCAL) IN FY2015

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0918-24-143	Cat 7:	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
2015	CON	0918-24-143	Cat 7:	\$2,240,000	\$0	\$0	\$560,000	\$0	\$2,800,000
Grand Total:				\$2,400,000	\$0	\$0	\$600,000	\$0	\$3,000,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0918-24-143	Cat 7:	\$640,000	\$0	\$0	\$160,000	\$0	\$800,000
2016	CON	0918-24-143	Cat 7:	\$2,960,000	\$0	\$0	\$740,000	\$0	\$3,700,000
Grand Total:				\$3,600,000	\$0	\$0	\$900,000	\$0	\$4,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0918-24-143	Cat 7:	\$640,000	\$0	\$0	\$160,000	\$0	\$800,000
2015	CON	0918-24-143	Cat 7:	\$2,960,000	\$0	\$0	\$740,000	\$0	\$3,700,000
Grand Total:				\$3,600,000	\$0	\$0	\$900,000	\$0	\$4,500,000

Revisions since STTC Meeting: ORIGINALLY PROPOSED TO MOVE CONST FUNDING TO FY2016, BUT NO LONGER MOVING CONST TO FY2016 AS PROJECT LET IN FY2015

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11979.4 Facility: VA

Location/Limits From: CLEAN FLEET TECHNOLOGIES PROGRAM

Modification #: 2015-0362

Implementing Agency: NCTCOG

County: VARIOUS CSJ: 0918-00-254

City: VARIOUS Desc: INCLUDING REPLACEMENT/REPOWER/RETROFIT; IDLE-REDUCTION & OTHER EMISSIONS-REDUCTION TECHNOLOGIES; REFUELING INFRASTRUCTURE

Request: REVISE FUNDING MATCH FROM TDC (MPO) TO LOCAL PARTICIPATION FOR A REVISED FUNDED AMOUNT OF \$3,125,000 CMAQ (\$2,500,000 FEDERAL AND \$625,000 LOCAL) FOR IMPLEMENTATION IN FY2016

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	0918-00-254	Cat 3 - TDC (MPO):	\$0	\$0	\$500,000	\$0	\$0	\$0
2016	IMP	0918-00-254	Cat 5:	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000
Phase Subtotal:				\$2,500,000	\$0	\$500,000	\$0	\$0	\$2,500,000
Grand Total:				\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	0918-00-254	Cat 5:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
Grand Total:				\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 20124 **Facility:** CS

Location/Limits From: ON PLEASANT VALLEY ROAD; RICHFIELD DRIVE AT CREEK
MEADOW LANE

Modification #: 2015-0364

Implementing Agency: GARLAND

Location/Limits To: MILES ROAD

County: DALLAS **CSJ:** 0918-47-005

City: GARLAND **Desc:** CONSTRUCT A 4 LANE DIVIDED ROADWAY AND BRIDGE

Request: REVISE CONSTRUCTION FUNDING TO RTR 161-DA2; ADD UTILITY PHASE AND FUNDING OF \$1,504,285 RTR 161-DA2 (\$1,203,428 REGIONAL AND \$300,857 LOCAL) IN FY2015; DECREASE CONSTRUCTION FUNDING BY \$1,504,285 RTR 161-DA2 (\$1,203,428 REGIONAL AND \$300,857 LOCAL) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$20,916,657 RTR 161-DA2 (\$16,733,326 FEDERAL AND \$4,183,331 LOCAL) IN FY2015 AND DELAY CONSTRUCTION TO FY2016

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0918-47-005	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$3,172,116	\$793,029	\$0	\$3,965,145
2013	ROW	0918-47-005	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$367,156	\$91,789	\$0	\$458,945
2015	CON	0918-47-005	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$17,936,754	\$4,484,188	\$0	\$22,420,942
Grand Total:				\$0	\$0	\$21,476,026	\$5,369,006	\$0	\$26,845,032

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0918-47-005	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$3,172,116	\$793,029	\$0	\$3,965,145
2013	ROW	0918-47-005	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$367,156	\$91,789	\$0	\$458,945
2015	UTIL	0918-47-005	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$1,203,428	\$300,857	\$0	\$1,504,285
2016	CON	0918-47-005	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$16,733,326	\$4,183,331	\$0	\$20,916,657
Grand Total:				\$0	\$0	\$21,476,026	\$5,369,006	\$0	\$26,845,032

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0918-47-005	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$3,172,116	\$793,029	\$0	\$3,965,145
2013	ROW	0918-47-005	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$367,156	\$91,789	\$0	\$458,945
2015	UTIL	0918-47-005	Cat 3 - RTR 161 - DA2:	\$0	\$0	\$1,203,428	\$300,857	\$0	\$1,504,285
2016	CON	0918-47-005	Cat 3 - RTR 161 - DA2:	\$0	\$0	\$16,733,326	\$4,183,331	\$0	\$20,916,657
Grand Total:				\$0	\$0	\$21,476,026	\$5,369,006	\$0	\$26,845,032

Revisions since STTC Meeting: CHANGE UTILITY AND CONSTRUCTION FUNDING TO RTR 161-DA2 AND REVISE REQUEST TO MATCH

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11614.2 **Facility:** VA

Location/Limits From: M&O - REGIONAL BICYCLE AND PEDESTRIAN/SUSTAINABLE
DEVELOPMENT INITIATIVES/SAFETY AUDIT AND
IMPLEMENTATION

Modification #: 2015-0365

Implementing Agency: NCTCOG

County: DALLAS **CSJ:** 0918-00-218

City: VARIOUS **Desc:** SUSTAINABLE DEVELOPMENT INITIATIVES; SAFETY AUDIT AND IMPLEMENTATION PLACEHOLDER

Request: STEP 1: CLARIFY FUNDING DUE TO ERROR ON MOD 2015-0132, THEREBY INCREASING FUNDING BY \$60,269 CMAQ (\$48,215 FEDERAL AND \$12,054 LOCAL); STEP 2: REDUCE FUNDING BY \$370,000 CMAQ (\$296,000 FEDERAL AND \$74,000 LOCAL), REDUCED FUNDS OFFSET AN INCREASE IN TIP 54066/CSJ 0094-07-020 (MOD# 2015-0415)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	CON	0918-00-218	Cat 5:	\$962,040	\$0	\$0	\$240,510	\$0	\$1,202,550
Grand Total:				\$962,040	\$0	\$0	\$240,510	\$0	\$1,202,550

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	CON	0918-00-218	Cat 5:	\$714,255	\$0	\$0	\$178,564	\$0	\$892,819
Grand Total:				\$714,255	\$0	\$0	\$178,564	\$0	\$892,819

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11614.6 **Facility:** VA

Location/Limits From: ROY ORR CROSSING OF TEN MILE CREEK JUST EAST OF HAMPTON RD

Modification #: 2015-0366

Implementing Agency: NCTCOG

Location/Limits To: NORTH OF E. PLEASANT RUN ROAD (BEHIND CITY HALL)

County: DALLAS **CSJ:** 0918-47-135

City: DESOTO **Desc:** DEVELOP A FEASIBILITY PLAN AND INITIAL DESIGN/SCHEMATIC FOR A BIKE/PEDESTRIAN CROSSING

Request: REVISE SCOPE AS PRELIMINARY ENGINEERING FOR A BIKE/PEDESTRIAN CROSSING; MOVE PROJECT TO FY2016; CHANGE CSJ FROM 0918-47-902 TO 0918-47-135

Comment: 32,000 TDC (MPO) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-902	Cat 3 - TDC (MPO):	\$0	\$0	\$32,000	\$0	\$0	\$0
2015	ENG	0918-47-902	Cat 5:	\$160,000	\$0	\$0	\$0	\$0	\$160,000
Phase Subtotal:				\$160,000	\$0	\$32,000	\$0	\$0	\$160,000
Grand Total:				\$160,000	\$0	\$0	\$0	\$0	\$160,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-47-902	Cat 3 - TDC (MPO):	\$0	\$0	\$32,000	\$0	\$0	\$0
2016	ENG	0918-47-902	Cat 5:	\$160,000	\$0	\$0	\$0	\$0	\$160,000
Phase Subtotal:				\$160,000	\$0	\$32,000	\$0	\$0	\$160,000
Grand Total:				\$160,000	\$0	\$0	\$0	\$0	\$160,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-47-135	Cat 3 - TDC (MPO):	\$0	\$0	\$32,000	\$0	\$0	\$0
2016	ENG	0918-47-135	Cat 5:	\$160,000	\$0	\$0	\$0	\$0	\$160,000
Phase Subtotal:				\$160,000	\$0	\$32,000	\$0	\$0	\$160,000
Grand Total:				\$160,000	\$0	\$0	\$0	\$0	\$160,000

Revisions since STTC Meeting: CHANGE CSJ SINCE STTC MEETING

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 51328 **Facility:** SP 303 **Location/Limits From:** ON ROSEDALE; FROM STALCUP **Modification #:** 2015-0370
Implementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 820
County: TARRANT **CSJ:** 2208-01-061
City: FORT WORTH **Desc:** RECONSTRUCT FACILITY FROM 4 UNDIVIDED TO 4/6 LANE DIVIDED ROADWAY
Request: ADVANCE CONSTRUCTION PHASE TO FY2015 AND REVISE SCOPE TO RECONSTRUCT FACILITY FROM 4 UNDIVIDED TO 4 LANE DIVIDED ROADWAY

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2208-01-061	SBPE:	\$88,190	\$22,047	\$0	\$0	\$0	\$110,237
2016	CON	2208-01-061	Cat 1:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$1,688,190	\$422,047	\$0	\$0	\$0	\$2,110,237

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2208-01-061	SBPE:	\$88,190	\$22,047	\$0	\$0	\$0	\$110,237
2015	CON	2208-01-061	Cat 1:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$1,688,190	\$422,047	\$0	\$0	\$0	\$2,110,237

Revisions since STTC Meeting: SCOPE CHANGE IN REQUEST REVISED FROM "RECONSTRUCT FACILITY FROM 4 UNDIVIDED TO 4/4 LANE DIVIDED ROADWAY" TO "RECONSTRUCT FACILITY FROM 4 UNDIVIDED TO 4 LANE DIVIDED ROADWAY"

TIP Code: 83220 **Facility:** VA **Location/Limits From:** CENTRAL TRAIL RESTLAND **Modification #:** 2015-0373
Implementing Agency: RICHARDSON **Location/Limits To:** FROM BUCKINGHAM RD TO RESTLAND BLVD
County: DALLAS **CSJ:** 0918-47-081
City: RICHARDSON **Desc:** HIKE AND BIKE TRAIL ALONG DART LRT CORRIDOR AND WITHIN RESTLAND CEMETERY
Request: CHANGE IMPLEMENTING AGENCY TO DALLAS COUNTY; REVISE LIMITS TO CENTRAL TRAIL FROM BUCKINGHAM ROAD TO FOREST LANE STATION; REVISE SCOPE TO VELOWEB HIKE AND BIKE TRAIL; MOVE FUNDING FROM CONSTRUCTION TO ENGINEERING WITH NO CHANGES IN TOTAL PROJECT FUNDING

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-47-081	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$200,000	\$50,000	\$0	\$250,000
2016	CON	0918-47-081	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$700,000	\$175,000	\$0	\$875,000
Grand Total:				\$0	\$0	\$900,000	\$225,000	\$0	\$1,125,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-47-081	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$360,000	\$90,000	\$0	\$450,000
2017	CON	0918-47-081	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$540,000	\$135,000	\$0	\$675,000
Grand Total:				\$0	\$0	\$900,000	\$225,000	\$0	\$1,125,000

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 20084 **Facility:** US 75 **Location/Limits From:** NORTH OF FM 455 INTERCHANGE **Modification #:** 2015-0376
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** CR 375 (GRAYSON COUNTY LINE)
County: COLLIN **CSJ:** 0047-14-053
City: VARIOUS **Desc:** ENGINEERING FOR RECONSTRUCTION AND WIDENING FROM 4 LANES TO 6 LANES WITH 2 LANE FRONTAGE ROADS
Request: REVISE SCOPE AS RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE FRONTAGE ROADS; ADD ENGINEERING PHASE OF \$750,000 SBPE (\$750,000 STATE) IN FY2016 AND A ROW PHASE OF \$20,000,000 S102 (\$16,000,000 FEDERAL AND \$4,000,000 STATE) IN FY2018; MOVE RTR FUNDS IN FY2018 FROM ENGINEERING TO CONSTRUCTION

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0047-14-053	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000
Grand Total:				\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0047-14-053	SBPE:	\$0	\$750,000	\$0	\$0	\$0	\$750,000
2018	ROW	0047-14-053	S102:	\$16,000,000	\$4,000,000	\$0	\$0	\$0	\$20,000,000
2018	CON	0047-14-053	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$5,000,000	\$1,250,000	\$0	\$6,250,000
Grand Total:				\$16,000,000	\$4,750,000	\$5,000,000	\$1,250,000	\$0	\$27,000,000

TIP Code: 11996.1 **Facility:** IH 45 **Location/Limits From:** BRUSHY CREEK **Modification #:** 2015-0378
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** DALLAS COUNTY LINE
County: ELLIS **CSJ:** 0092-03-049
City: FERRIS **Desc:** INSTALLATION OF WIRELESS ITS
Request: ADD PROJECT TO THE 2015-2018 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
2016	ENG	0092-03-049	SBPE:	\$0	\$20,000	\$0	\$0	\$0	\$20,000
2016	CON	0092-03-049	Cat 5:	\$192,564	\$48,141	\$0	\$0	\$0	\$240,705
Grand Total:				\$192,564	\$68,141	\$0	\$0	\$0	\$260,705

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11996.2 **Facility:** IH 45 **Location/Limits From:** SOUTH OF SH 34 **Modification #:** 2015-0379
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** BRUSHY CREEK
County: ELLIS **CSJ:** 0092-04-072
City: VARIOUS **Desc:** INSTALLATION OF WIRELESS ITS
Request: ADD PROJECT TO THE 2015-2018 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
2016	ENG	0092-04-072	SBPE:	\$0	\$25,000	\$0	\$0	\$0	\$25,000
2016	CON	0092-04-072	Cat 5:	\$355,826	\$88,956	\$0	\$0	\$0	\$444,782
Grand Total:				\$355,826	\$113,956	\$0	\$0	\$0	\$469,782

TIP Code: 11996.3 **Facility:** IH 45 **Location/Limits From:** NAVARRO COUNTY LINE **Modification #:** 2015-0380
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF SH 34
County: ELLIS **CSJ:** 0092-05-050
City: VARIOUS **Desc:** INSTALLATION OF WIRELESS ITS
Request: ADD PROJECT TO THE 2015-2018 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
2016	ENG	0092-05-050	SBPE:	\$0	\$20,000	\$0	\$0	\$0	\$20,000
2016	CON	0092-05-050	Cat 5:	\$272,102	\$68,025	\$0	\$0	\$0	\$340,127
Grand Total:				\$272,102	\$88,025	\$0	\$0	\$0	\$360,127

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 20198 **Facility:** US 75 **Location/Limits From:** NORTH OF MELISSA ROAD **Modification #:** 2015-0381
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF FM 455 INTERCHANGE
County: COLLIN **CSJ:** 0047-14-069
City: MELISSA **Desc:** RECONSTRUCT AND WIDEN 4 LANE TO 6 LANES AND 2 LANE FRONTAGE ROADS EACH DIRECTION
Request: REMOVE RTR FUNDS FROM PROJECT AND REPLACE WITH S102 FUNDS FOR ROW AND UTIL PHASES; ADD CONSTRUCTION FUNDS OF \$56,648,887 CAT2-PROP1 (\$56,648,887 STATE) IN FY2016 WITH NO CHANGES TO ENGINEERING PHASE
Comment: ADVANCE APPROVAL OF FY2016 PROPOSITION 1 PROJECT TO ENABLE EARLIER LETTING DATE THAN ORIGINALLY ANTICIPATED; INCREASE PROP1 AMOUNT

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0047-14-069	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2015	ROW	0047-14-072	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$13,800,000	\$0	\$0	\$13,800,000
2015	UTIL	0047-14-069	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$200,000	\$0	\$0	\$200,000
2016	CON	0047-14-069	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$2,588,189	\$647,047	\$0	\$3,235,236
Grand Total:				\$0	\$2,000,000	\$16,588,189	\$647,047	\$0	\$19,235,236

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0047-14-069	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2015	ROW	0047-14-072	S102:	\$12,420,000	\$1,380,000	\$0	\$0	\$0	\$13,800,000
2015	UTIL	0047-14-072	S102:	\$180,000	\$20,000	\$0	\$0	\$0	\$200,000
2016	CON	0047-14-069	Cat 2 - Prop 1:	\$0	\$56,648,887	\$0	\$0	\$0	\$56,648,887
Grand Total:				\$12,600,000	\$60,048,887	\$0	\$0	\$0	\$72,648,887

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 20096 Facility: US 380

Location/Limits From: FM 423

Modification #: 2015-0382

Implementing Agency: TXDOT-DALLAS

Location/Limits To: DENTON/COLLIN COUNTY LINE

County: DENTON CSJ: 0135-10-050

City: VARIOUS Desc: WIDEN 4 TO 6 LANE DIVIDED URBAN WITH INTERSECTION IMPROVEMENTS AT FM 423 AND ADD MEDIAN AND RIGHT TURN LANE
 Request: REVISE LIMITS TO US 380 FROM US 377 TO CR 26 (COLLIN COUNTY LINE); REVISE SCOPE TO WIDEN 4 TO 6 LANE DIVIDED URBAN WITH INTERSECTION IMPROVEMENTS AT FM 423, FM 720, AND FM 1385; DECREASE ROW BY \$320,000 STP-MM (\$256,000 FEDERAL AND \$64,000 STATE) AND MOVE TO CONSTRUCTION FOR A REVISED AUTHORIZED AMOUNT OF \$14,277,120 STP-MM (\$11,421,696 FEDERAL AND \$2,855,424 STATE) IN FY2018; INCREASE ROW FUNDING BY \$16,000,000 S102 (\$12,800,000 FEDERAL AND \$3,200,000 STATE) FOR A REVISED AUTHORIZED AMOUNT OF \$16,000,000 S102 (\$12,800,000 FEDERAL AND \$3,200,000 STATE) FOR ROW IN FY2016 WITH NO CHANGES TO ENGINEERING PHASE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0135-10-050	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2016	ROW	0135-10-050	Cat 7:	\$256,000	\$64,000	\$0	\$0	\$0	\$320,000
2018	CON	0135-10-050	Cat 7:	\$11,165,696	\$2,791,424	\$0	\$0	\$0	\$13,957,120
Grand Total:				\$11,421,696	\$3,355,424	\$0	\$0	\$0	\$14,777,120

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0135-10-050	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2016	ROW	0135-10-050	Cat 7:	\$256,000	\$64,000	\$0	\$0	\$0	\$320,000
2018	CON	0135-10-050	Cat 7:	\$11,165,696	\$2,791,424	\$0	\$0	\$0	\$13,957,120
Grand Total:				\$11,421,696	\$3,355,424	\$0	\$0	\$0	\$14,777,120

Revisions since STTC Meeting: WITHDRAWN FROM CYCLE BY TXDOT

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 54094 **Facility:** VA **Location/Limits From:** DCTA BICYCLE/PEDESTRIAN FACILITY FROM GARDEN RIDGE **Modification #:** 2015-0383

Implementing Agency: DCTA **Location/Limits To:** SOUTH OF HEBRON

County: DENTON **CSJ:** 0918-46-259

City: LEWISVILLE **Desc:** CONSTRUCT BIKE TRAIL WITHIN RAIL ROW TO CONNECT HEBRON, OLD TOWN, AND HIGHLAND VILLAGE STATIONS

Request: SPLIT PROJECT AND CHANGE TIP CODE TO 54094.1; REVISE LOCATION AND LIMITS TO DCTA BICYCLE/PEDESTRIAN FACILITY FROM HEBRON STATION NORTH TO INTERSECTION OF MILL STREET AND JONES ST (NEAR OLD TOWN STATION); REVISE SCOPE TO CONSTRUCTION OF HIKE & BIKE TRAIL ALONG THE DCTA RIGHT-OF-WAY FOR ≈ 3.5 MILES; DECREASE FUNDING BY \$1,485,946 CAT 9 TE (\$1,188,757 FEDERAL AND \$297,189 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$2,003,449 CAT 9 TE (\$1,602,759 FEDERAL AND \$400,690); DECREASED FUNDING MOVED TO TIP 54094.2/CSJ 0918-46-963

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0918-46-259	Cat 9 TE:	\$418,580	\$0	\$0	\$104,645	\$0	\$523,225
2015	CON	0918-46-259	Cat 9 TE:	\$2,372,936	\$0	\$0	\$593,234	\$0	\$2,966,170
Grand Total:				\$2,791,516	\$0	\$0	\$697,879	\$0	\$3,489,395

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-259	Cat 9 TE:	\$152,800	\$0	\$0	\$38,200	\$0	\$191,000
2015	ENV	0918-46-259	Cat 9 TE:	\$23,040	\$0	\$0	\$5,760	\$0	\$28,800
2015	CON	0918-46-259	Cat 9 TE:	\$1,062,809	\$0	\$0	\$265,702	\$0	\$1,328,511
2015	CON ENG	0918-46-259	Cat 9 TE:	\$364,110	\$0	\$0	\$91,028	\$0	\$455,138
Grand Total:				\$1,602,759	\$0	\$0	\$400,690	\$0	\$2,003,449

TIP Code: 20290 **Facility:** SH 114 **Location/Limits From:** AT TEXAS PLAZA **Modification #:** 2015-0384

Implementing Agency: TXDOT-DALLAS

County: DALLAS **CSJ:** 0353-06-057

City: IRVING **Desc:** CONSTRUCT 0 TO 4 LANE SIGNATURE BRIDGE ON NEW LOCATION

Request: ADD PROJECT TO THE 2015-2018 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
2015	ENG	0353-06-057	SBPE:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
2016	ROW	0353-06-057	S102:	\$0	\$4,400,000	\$0	\$0	\$0	\$4,400,000
2017	CON	0353-06-057	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$8,595,000	\$0	\$0	\$8,595,000
2017	CON	0353-06-057	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$5,120,000	\$0	\$0	\$5,120,000
2017	CON	0353-06-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,000,000	\$11,000,000
Phase Subtotal:				\$0	\$0	\$13,715,000	\$0	\$11,000,000	\$24,715,000
Grand Total:				\$960,000	\$4,640,000	\$13,715,000	\$0	\$11,000,000	\$30,315,000

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 55102 **Facility:** SH 121 **Location/Limits From:** SOUTH OF SH 160 **Modification #:** 2015-0385
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** NORTH OF SH 160
County: COLLIN **CSJ:** 0549-03-028
City: BLUE RIDGE **Desc:** WIDEN TWO LANE RURAL HIGHWAY TO FOUR LANE DIVIDED ROADWAY
Request: ADD PROJECT TO APPENDIX D OF THE 2015-2018 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
2035	ENG	0549-03-028	SBPE:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
2035	ROW	0549-03-028	S102:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				<u>\$1,280,000</u>	<u>\$320,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,600,000</u>

TIP Code: 54094.2 **Facility:** VA **Location/Limits From:** DCTA BICYCLE/PEDESTRIAN FACILITY FROM THE INTERSECTION OF MILL STREET AND JONES ST **Modification #:** 2015-0386
Implementing Agency: DCTA **Location/Limits To:** LAKE PARK ROAD (FM 407)
County: DENTON **CSJ:** 0918-46-963
City: LEWISVILLE **Desc:** CONSTRUCT TRAIL ALONG THE A-TRAIN CORRIDOR
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); SPLIT FROM TIP 54094.1/CSJ 0918-46-259

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-46-963	Cat 9 TE:	\$89,157	\$0	\$0	\$22,289	\$0	\$111,446
2016	CON	0918-46-963	Cat 9 TE:	\$1,010,443	\$0	\$0	\$252,611	\$0	\$1,263,054
2016	CON ENG	0918-46-963	Cat 9 TE:	\$89,157	\$0	\$0	\$22,289	\$0	\$111,446
Grand Total:				<u>\$1,188,757</u>	<u>\$0</u>	<u>\$0</u>	<u>\$297,189</u>	<u>\$0</u>	<u>\$1,485,946</u>

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 684 **Facility:** CS **Location/Limits From:** ON VALLEY VIEW/WALNUT FROM IH 635/GREENVILLE AVE **Modification #:** 2015-0387
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** FOREST RIDGE DR
County: DALLAS **CSJ:** 0918-45-374
City: DALLAS **Desc:** INTERSECTION IMPROVEMENTS
Request: REVISE LIMITS TO VALLEY VIEW/WALNUT FROM WEST OF GREENVILLE AVE TO EAST OF AUDELIA RD; REVISE SCOPE TO INTERSECTION IMPROVEMENTS AT SOUTH GREENVILLE AVE, ABRAMS RD, RICHLAND COLLEGE, AND AUDELIA RD; WITH NO CHANGES TO THE AUTHORIZED FUNDING AMOUNT

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1997	ENG	0918-45-374	Cat 7:	\$833,000	\$0	\$0	\$208,250	\$0	\$1,041,250
2016	ROW	0918-45-374	Cat 7:	\$240,000	\$0	\$0	\$60,000	\$0	\$300,000
2017	CON	0918-45-374	Cat 7:	\$2,441,800	\$0	\$0	\$610,450	\$0	\$3,052,250
Grand Total:				\$3,514,800	\$0	\$0	\$878,700	\$0	\$4,393,500

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
1997	ENG	0918-45-374	Cat 7:	\$833,000	\$0	\$0	\$208,250	\$0	\$1,041,250
2016	ROW	0918-45-374	Cat 7:	\$240,000	\$0	\$0	\$60,000	\$0	\$300,000
2017	CON	0918-45-374	Cat 7:	\$2,441,800	\$0	\$0	\$610,450	\$0	\$3,052,250
Grand Total:				\$3,514,800	\$0	\$0	\$878,700	\$0	\$4,393,500

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 20288 Facility: US 75

Location/Limits From: AT FM 455 INTERCHANGE IN ANNA

Modification #: 2015-0388

Implementing Agency: TXDOT-DALLAS

County: COLLIN CSJ: 0047-14-074

City: ANNA Desc: CONSTRUCT INTERCHANGE

Request: REVISE FUNDING AS \$5,500,000 S102 (\$4,400,000 FEDERAL AND \$1,100,000 STATE) FOR ROW IN FY2015 AND \$500,000 S102 (\$400,000 FEDERAL AND \$100,000 STATE) FOR UTILITIES IN FY2015 THEREBY REMOVING RTR FUNDS; ADD CONSTRUCTION PHASE OF \$29,879,539 CAT2-PROP1 (\$29,879,539 STATE) IN FY2016 WITH NO CHANGES TO ENGINEERING PHASE

Comment: ADVANCE APPROVAL OF FY2016 PROPOSITION 1 PROJECT TO ENABLE EARLIER LETTING DATE THAN ORIGINALLY ANTICIPATED AND INCREASE PROPOSED PROP1 AMOUNT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0047-14-074	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2015	ROW	0047-14-075	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$5,500,000	\$0	\$0	\$5,500,000
2015	UTIL	0047-14-075	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
Grand Total:				\$0	\$1,500,000	\$6,000,000	\$0	\$0	\$7,500,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0047-14-074	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2015	ROW	0047-14-075	S102:	\$4,400,000	\$1,100,000	\$0	\$0	\$0	\$5,500,000
2015	UTIL	0047-14-075	S102:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2016	CON	0047-14-075	Cat 2 - Prop 1:	\$0	\$29,879,539	\$0	\$0	\$0	\$29,879,539
Grand Total:				\$4,800,000	\$32,579,539	\$0	\$0	\$0	\$37,379,539

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0047-14-074	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2015	ROW	0047-14-075	S102:	\$4,400,000	\$1,100,000	\$0	\$0	\$0	\$5,500,000
2015	UTIL	0047-14-075	S102:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2016	CON	0047-14-074	Cat 2 - Prop 1:	\$0	\$29,879,539	\$0	\$0	\$0	\$29,879,539
Grand Total:				\$4,800,000	\$32,579,539	\$0	\$0	\$0	\$37,379,539

Revisions since STTC Meeting: CHANGE CONSTRUCTION CSJ TO 0047-14-074

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 54070 **Facility:** SH 190 **Location/Limits From:** US 80 **Modification #:** 2015-0389
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 20
County: DALLAS **CSJ:** 2964-06-012
City: VARIOUS **Desc:** NEW LOCATION 6 LANE TOLLWAY
Request: REVISE SCOPE TO CONSTRUCT 0 TO 6 LANE TOLLWAY AND 0 TO 4 LANE DISCONTINUOUS FRONTAGE ROADS

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	2964-06-012	SBPE:	\$24,898,710	\$6,224,678	\$0	\$0	\$0	\$31,123,388
Grand Total:				\$24,898,710	\$6,224,678	\$0	\$0	\$0	\$31,123,388

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	2964-06-012	SBPE:	\$24,898,710	\$6,224,678	\$0	\$0	\$0	\$31,123,388
Grand Total:				\$24,898,710	\$6,224,678	\$0	\$0	\$0	\$31,123,388

TIP Code: 11266 **Facility:** IH 45 **Location/Limits From:** PROPOSED US 175 **Modification #:** 2015-0391
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** PROPOSED SM WRIGHT PARKWAY
County: DALLAS **CSJ:** 0092-14-081
City: DALLAS **Desc:** PAVEMENT WIDENING, RESTRIPIING, AND RAMP MODIFICATIONS TO ACCOMODATE INTERCHANGE WITH US 175
Request: INCREASE CONSTRUCTION FUNDING BY \$8,373,313 STP-MM (\$6,698,650 FEDERAL AND \$1,674,663 STATE) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$54,109,313 TOTAL (\$36,673,313 STP-MM [\$29,338,650 FEDERAL AND \$7,334,663 STATE] AND \$17,436,000 CAT 2M [\$13,948,800 FEDERAL AND \$3,487,200 STATE]) IN FY2014 AND DELAY PROJECT TO FY2015; INCREASE OFFSET BY A DECREASE ON TIP CODE 20209/CSJ 0197-02-108
Comment: ROW COSTS ASSOCIATED WITH TIP 20209/CSJ 0197-02-108

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0092-14-081	SBPE:	\$0	\$991,384	\$0	\$0	\$0	\$991,384
2014	CON	0092-14-081	Cat 2:	\$13,948,800	\$3,487,200	\$0	\$0	\$0	\$17,436,000
2014	CON	0092-14-081	Cat 7:	\$22,640,000	\$5,660,000	\$0	\$0	\$0	\$28,300,000
Phase Subtotal:				\$36,588,800	\$9,147,200	\$0	\$0	\$0	\$45,736,000
Grand Total:				\$36,588,800	\$10,138,584	\$0	\$0	\$0	\$46,727,384

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0092-14-081	SBPE:	\$0	\$991,384	\$0	\$0	\$0	\$991,384
2015	CON	0092-14-081	Cat 2:	\$13,948,800	\$3,487,200	\$0	\$0	\$0	\$17,436,000
2015	CON	0092-14-081	Cat 7:	\$29,338,650	\$7,334,663	\$0	\$0	\$0	\$36,673,313
Phase Subtotal:				\$43,287,450	\$10,821,863	\$0	\$0	\$0	\$54,109,313
Grand Total:				\$43,287,450	\$11,813,247	\$0	\$0	\$0	\$55,100,697

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 54041 **Facility:** IH 20 **Location/Limits From:** WEST OF HAYMARKET RD **Modification #:** 2015-0392
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF US 175
County: DALLAS **CSJ:** 2374-03-077
City: DALLAS **Desc:** CONSTRUCT 2 LANE EB AND WB FRONTAGE ROADS AND NEW RAMPS
Request: INCREASE CONSTRUCTION FUNDING BY \$2,963,010 STP-MM (\$2,370,408 FEDERAL AND \$592,602 STATE) AND DECREASE CONSTRUCTION FUNDING BY \$420,000 LOCAL CONTRIBUTION (\$420,000 LOCAL) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$7,225,510 STP-MM (\$5,780,408 FEDERAL AND \$1,445,102 STATE) IN FY2015

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	2374-03-077	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2015	ROW	2374-03-077	S102:	\$0	\$218,763	\$0	\$0	\$0	\$218,763
2015	CON	2374-03-077	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$420,000	\$420,000
2015	CON	2374-03-077	Cat 7:	\$3,410,000	\$852,500	\$0	\$0	\$0	\$4,262,500
Phase Subtotal:				\$3,410,000	\$852,500	\$0	\$0	\$420,000	\$4,682,500
Grand Total:				\$3,410,000	\$1,071,263	\$0	\$0	\$920,000	\$5,401,263

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

TIP Code: 11996.4 **Facility:** US 75 **Location/Limits From:** US 380 **Modification #:** 2015-0393
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** GRAYSON COUNTY LINE
County: COLLIN **CSJ:** 0047-14-080
City: VARIOUS **Desc:** INSTALLATION OF WIRELESS ITS
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LETS WITH 0047-14-053/TIP 20084

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0047-14-080	Cat 5:	\$972,400	\$243,100	\$0	\$0	\$0	\$1,215,500
Grand Total:				\$972,400	\$243,100	\$0	\$0	\$0	\$1,215,500

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11644 **Facility:** VA **Location/Limits From:** DFW CAPABILITY PLAN **Modification #:** 2015-0394
Implementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0918-00-259
City: VARIOUS **Desc:** DALLAS/FORT WORTH CAPABILITY IMPROVEMENT IMPLEMENTATION PLAN INCLUDES DEVELOPMENT OF AN ITS STRATEGIC PLAN AND A REGIONAL CONCEPT OF OPERATIONS
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: 50,000 TDC (MPO) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; FUNDING SOURCE IS M371

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	IMP	0918-00-259	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2016	IMP	0918-00-259	Cat 10:	\$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

TIP Code: 11640.1 **Facility:** VA **Location/Limits From:** UNIVERSITY PARTNERSHIP PROGRAM - DSTOP **Modification #:** 2015-0395
Implementing Agency: NCTCOG
County: VARIOUS **CSJ:** N/A
City: VARIOUS **Desc:** DATA SUPPORTED TRANSPORTATION OPERATIONS AND PLANNING (DSTOP) CENTER PARTNERSHIP TO SUPPORT THE DEVELOPMENT OF NEW METHODOLOGIES AND TECHNOLOGIES FOR WORKING WITH DATA TO IMPROVE MODELS FOR TRANSPORTATION PLANNING AND TRAFFIC OPERATIONS
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$75,000	\$0	\$0	\$75,000
Grand Total:				\$0	\$0	\$75,000	\$0	\$0	\$75,000

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11641 **Facility:** VA **Location/Limits From:** M&O-TRAVEL FOR HIGH SPEED RAIL **Modification #:** 2015-0396

Implementing Agency: NCTCOG

County: VARIOUS **CSJ:** N/A
City: VARIOUS **Desc:** TRAVEL COSTS ASSOCIATED WITH HIGH SPEED RAIL ACTIVITIES
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$15,000	\$0	\$0	\$15,000
2016	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$15,000	\$0	\$0	\$15,000
2017	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$15,000	\$0	\$0	\$15,000
Grand Total:				\$0	\$0	\$45,000	\$0	\$0	\$45,000

TIP Code: 11640.2 **Facility:** VA **Location/Limits From:** UNIVERSITY PARTNERSHIP PROJECT - EXPRESS BUSES IN MANAGED LANES **Modification #:** 2015-0397

Implementing Agency: NCTCOG

County: VARIOUS **CSJ:** N/A
City: VARIOUS **Desc:** STUDY OF EXPRESS BUSES OPERATING IN A MODERN NETWORK OF MANAGED LANES
Request: ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$62,000	\$0	\$0	\$62,000
Grand Total:				\$0	\$0	\$62,000	\$0	\$0	\$62,000

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11850 **Facility:** 15TH STREET

Location/Limits From: AVENUE G

Modification #: 2015-0403

Implementing Agency: PLANO

Location/Limits To: CHISHOLM TRAIL AT 15TH STREET

County: COLLIN **CSJ:** 0918-24-144

City: PLANO **Desc:** ENHANCE PEDESTRIAN CROSSING, RECONSTRUCT EXISTING PAVEMENT, IMPROVE BUS STOP LOCATIONS, OPTIMIZE TRAFFIC SIGNALS, MODIFY SIDEWALKS AND DRIVEWAY APRONS, BIKE TRAIL, PROVIDE WAY FINDING SIGNAGE, AND LANDSCAPING

Request: REMOVE LOCAL CONTRIBUTION FROM CONSTRUCTION FUNDING FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$1,650,000 RTR 121-CC1 (\$1,360,000 REGIONAL AND \$290,000 LOCAL) IN FY2014 WITH NO CHANGES TO ROW OR UTIL PHASES

Comment: \$900,000 OF RTR FUNDS ARE LOCAL CONTRIBUTION CREDIT

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ROW	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$200,000	\$0	\$0	\$200,000
2014	UTIL	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
2014	CON	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,360,000	\$290,000	\$0	\$1,650,000
2014	CON	0918-24-144	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$151,957	\$151,957
Phase Subtotal:				\$0	\$0	\$1,360,000	\$290,000	\$151,957	\$1,801,957
Grand Total:				\$0	\$0	\$2,060,000	\$290,000	\$151,957	\$2,501,957

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ROW	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$200,000	\$0	\$0	\$200,000
2014	UTIL	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
2014	CON	0918-24-144	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,360,000	\$290,000	\$0	\$1,650,000
Grand Total:				\$0	\$0	\$2,060,000	\$290,000	\$0	\$2,350,000

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 51060 Facility: SH 114 Location/Limits From: AT UP RAILROAD UNDERPASS Modification #: 2015-0406

Implementing Agency: TXDOT-DALLAS Location/Limits To: IN ROANOKE DOT NO 795 342V

County: DENTON CSJ: 0353-02-053

City: ROANOKE Desc: REPLACE RAILROAD UNDERPASS

Request: DELAY CONSTRUCTION TO FY2016, INCREASE CONSTRUCTION BY \$7,065,800 CAT2-PROP1 (\$5,652,640 FEDERAL AND \$1,413,160 STATE), AND DECREASE CONSTRUCTION BY \$232,000 CAT 6 (\$185,600 FEDERAL AND \$46,400 STATE) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$9,065,800 TOTAL (\$7,065,800 CAT2-PROP1 [\$5,652,640 FEDERAL AND \$1,413,160 STATE] AND \$2,000,000 CAT 6 [\$1,600,000 FEDERAL AND \$400,000 STATE])

Comment: ADVANCE APPROVAL OF FY2016 PROPOSITION 1 PROJECT TO ENABLE EARLIER LETTING DATE THAN ORIGINALLY ANTICIPATED

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0353-02-053	SBPE:	\$0	\$150,000	\$0	\$0	\$0	\$150,000
2015	ROW	0353-02-053	S102:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
2015	CON	0353-02-053	Cat 6:	\$1,785,600	\$446,400	\$0	\$0	\$0	\$2,232,000
Grand Total:				\$1,865,600	\$616,400	\$0	\$0	\$0	\$2,482,000

STTC APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0353-02-053	SBPE:	\$0	\$150,000	\$0	\$0	\$0	\$150,000
2015	ROW	0353-02-053	S102:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
2016	CON	0353-02-053	Cat 2 - Prop 1:	\$0	\$7,065,800	\$0	\$0	\$0	\$7,065,800
2016	CON	0353-02-053	Cat 6:	\$1,785,600	\$446,400	\$0	\$0	\$0	\$2,232,000
Phase Subtotal:				\$1,785,600	\$7,512,200	\$0	\$0	\$0	\$9,297,800
Grand Total:				\$1,865,600	\$7,682,200	\$0	\$0	\$0	\$9,547,800

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0353-02-053	SBPE:	\$0	\$150,000	\$0	\$0	\$0	\$150,000
2015	ROW	0353-02-053	S102:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
2016	CON	0353-02-053	Cat 2 - Prop 1:	\$5,652,640	\$1,413,160	\$0	\$0	\$0	\$7,065,800
2016	CON	0353-02-053	Cat 6:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$7,252,640	\$1,813,160	\$0	\$0	\$0	\$9,065,800
Grand Total:				\$7,332,640	\$1,983,160	\$0	\$0	\$0	\$9,315,800

Revisions since STTC Meeting: REVISE CAT2-PROP1 FUNDS TO BE SPLIT 80% FEDERAL AND 20% STATE (RATHER THAN 100% STATE), DECREASE CAT 6 FUNDS, AND REVISE REQUEST TO MATCH

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11798.9 **Facility:** VA **Location/Limits From:** HIKE AND BIKE TRAILS AT LEWISVILLE LAKE FROM GARDEN RIDGE **Modification #:** 2015-0407

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 2181/SWISHER ROAD

County: DENTON **CSJ:** 0196-02-123

City: HIGHLAND VILLAGE **Desc:** HIKE & BIKE TRAILS; MITIGATION FOR PARKS AND CORPS PROPERTY AT VARIOUS LOCATIONS AT LAKE LEWISVILLE AND ASSOCIATED PARKS

Request: DELAY CONSTRUCTION TO FY2016; INCREASE CONSTRUCTION FUNDING DUE TO COST INCREASE BY \$1,727,641 RTR 121-DE1 (\$1,727,641 REGIONAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$4,468,390 RTR 121-DE1 (\$4,468,390 REGIONAL)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0196-02-123	SBPE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
2015	CON	0196-02-123	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$2,740,749	\$0	\$0	\$2,740,749
Grand Total:				\$0	\$400,000	\$2,740,749	\$0	\$0	\$3,140,749

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0196-02-123	SBPE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
2016	CON	0196-02-123	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,468,390	\$0	\$0	\$4,468,390
Grand Total:				\$0	\$400,000	\$4,468,390	\$0	\$0	\$4,868,390

TIP Code: 11996.5 **Facility:** IH 20 **Location/Limits From:** ROSEHILL ROAD **Modification #:** 2015-0408

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** VAN ZANDT COUNTY LINE

County: KAUFMAN **CSJ:** 0495-01-072

City: VARIOUS **Desc:** INSTALLATION OF WIRELESS ITS

Request: ADD PROJECT TO THE 2015-2018 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
2017	ENG	0495-01-072	SBPE:	\$0	\$56,500	\$0	\$0	\$0	\$56,500
2017	CON	0495-01-072	Cat 5:	\$920,962	\$230,240	\$0	\$0	\$0	\$1,151,202
Grand Total:				\$920,962	\$286,740	\$0	\$0	\$0	\$1,207,702

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11996.6 **Facility:** IH 20 **Location/Limits From:** IH 635 **Modification #:** 2015-0409
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** KAUFMAN COUNTY LINE
County: DALLAS **CSJ:** 0095-13-037
City: VARIOUS **Desc:** INSTALLATION OF WIRELESS ITS
Request: ADD PROJECT TO THE 2015-2018 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
2017	ENG	0095-13-037	SBPE:	\$0	\$30,000	\$0	\$0	\$0	\$30,000
2017	CON	0095-13-037	Cat 5:	\$406,060	\$101,515	\$0	\$0	\$0	\$507,575
Grand Total:				\$406,060	\$131,515	\$0	\$0	\$0	\$537,575

TIP Code: 11996.7 **Facility:** US 80 **Location/Limits From:** DALLAS COUNTY LINE **Modification #:** 2015-0410
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF FM 548
County: KAUFMAN **CSJ:** 0095-03-092
City: FORNEY **Desc:** INSTALLATION OF WIRELESS ITS
Request: ADD PROJECT TO THE 2015-2018 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
2017	ENG	0095-03-092	SBPE:	\$0	\$20,000	\$0	\$0	\$0	\$20,000
2017	CON	0095-03-092	Cat 5:	\$312,981	\$78,245	\$0	\$0	\$0	\$391,226
Grand Total:				\$312,981	\$98,245	\$0	\$0	\$0	\$411,226

TIP Code: 11996.8 **Facility:** US 80 **Location/Limits From:** EAST OF FM 548 **Modification #:** 2015-0411
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF FM 148
County: KAUFMAN **CSJ:** 0095-04-068
City: VARIOUS **Desc:** INSTALLATION OF WIRELESS ITS
Request: ADD PROJECT TO THE 2015-2018 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
2017	ENG	0095-04-068	SBPE:	\$0	\$31,950	\$0	\$0	\$0	\$31,950
2017	CON	0095-04-068	Cat 5:	\$521,634	\$130,409	\$0	\$0	\$0	\$652,043
Grand Total:				\$521,634	\$162,359	\$0	\$0	\$0	\$683,993

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11996.9 **Facility:** IH 30 **Location/Limits From:** DALLAS COUNTY LINE **Modification #:** 2015-0412
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** HUNT COUNTY LINE
County: ROCKWALL **CSJ:** 0009-12-216
City: VARIOUS **Desc:** INSTALLATION OF WIRELESS ITS
Request: ADD PROJECT TO THE 2015-2018 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
2017	ENG	0009-12-216	SBPE:	\$0	\$68,187	\$0	\$0	\$0	\$68,187
2017	CON	0009-12-216	Cat 5:	\$1,113,262	\$278,316	\$0	\$0	\$0	\$1,391,578
Grand Total:				<u>\$1,113,262</u>	<u>\$346,503</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,459,765</u>

TIP Code: 11997.1 **Facility:** US 80 **Location/Limits From:** IH 635 **Modification #:** 2015-0413
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** KAUFMAN COUNTY LINE
County: DALLAS **CSJ:** 0095-02-118
City: VARIOUS **Desc:** INSTALLATION OF WIRELESS ITS
Request: ADD PROJECT TO THE 2015-2018 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
2017	ENG	0095-02-118	SBPE:	\$0	\$23,300	\$0	\$0	\$0	\$23,300
2017	CON	0095-02-118	Cat 5:	\$379,750	\$94,937	\$0	\$0	\$0	\$474,687
Grand Total:				<u>\$379,750</u>	<u>\$118,237</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$497,987</u>

TIP Code: 11997.2 **Facility:** IH 20 **Location/Limits From:** DALLAS COUNTY LINE **Modification #:** 2015-0414
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** ROSEHILL RD
County: KAUFMAN **CSJ:** 0095-14-026
City: FORNEY **Desc:** INSTALLATION OF WIRELESS ITS
Request: ADD PROJECT TO THE 2015-2018 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
2017	ENG	0095-14-026	SBPE:	\$0	\$50,000	\$0	\$0	\$0	\$50,000
2017	CON	0095-14-026	Cat 5:	\$813,750	\$203,437	\$0	\$0	\$0	\$1,017,187
Grand Total:				<u>\$813,750</u>	<u>\$253,437</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,067,187</u>

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 54066 Facility: SH 183

Location/Limits From: WEST END OF ELM FORK TRINITY RIVER BRIDGE

Modification #: 2015-0415

Implementing Agency: TXDOT-DALLAS

Location/Limits To: IH 35E

County: DALLAS CSJ: 0094-07-020

City: DALLAS Desc: FROM W END OF ELM FORK TRINITY RIVER BRIDGE TO EMPIRE CENTRAL DR: RECON 6 TO 8 GP LNS, 0 TO 2 HOV/MNGD-C & 4/6 LN FR-D TO 4/6 LN FR-D; FROM EMPIRE CENTRAL DR TO IH 35E: RECON 6 TO 6 GP LNS, 0 TO 2 LN HOV/MNGD-C & 4/6 LN FRTG-C TO 4/6 LN FR-C (PHASE 1)

Request: INCREASE FUNDING BY \$550,000 CMAQ (\$440,000 FEDERAL AND \$110,000 STATE) AND \$200,000 LOCAL CONTRIBUTION (\$200,000 LOCAL); CHANGE SCOPE TO FROM W END OF ELM FORK TRINITY RIVER BRIDGE TO EMPIRE CENTRAL DR: RECON 8 TO 8 GP LNS, 0 TO 2 HOV/MNGD-C & 4/6 LN FR-D TO 4/6 LN FR-D; FROM EMPIRE CENTRAL DR TO IH 35E: RECON 6 TO 6 GP LNS, 0 TO 2 LN HOV/MNGD-C & 4/6 LN FRTG-C TO 4/6 LN FR-C (PHASE 1)

Comment: \$550,000 CMAQ IS FOR BIKE/PEDESTRIAN SWAP FOR WALNUT HILL PROJECT AND \$200,000 LOCAL IS FOR FUTURE TDC REVOLVER SWAP

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0094-07-020	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2014	ROW	0094-07-042	Cat 3 - Prop 14:	\$0	\$5,120,000	\$0	\$0	\$0	\$5,120,000
2014	ROW	0094-07-042	S102:	\$11,968,000	\$2,992,000	\$0	\$0	\$0	\$14,960,000
Phase Subtotal:				\$11,968,000	\$8,112,000	\$0	\$0	\$0	\$20,080,000
2015	CON	0094-07-020	Cat 2:	\$15,152,000	\$3,788,000	\$0	\$0	\$0	\$18,940,000
2015	CON	0094-07-020	Cat 12:	\$16,048,380	\$4,012,095	\$0	\$0	\$0	\$20,060,475
Phase Subtotal:				\$31,200,380	\$7,800,095	\$0	\$0	\$0	\$39,000,475
Grand Total:				\$43,168,380	\$16,912,095	\$0	\$0	\$0	\$60,080,475

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0094-07-020	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2014	ROW	0094-07-042	Cat 3 - Prop 14:	\$0	\$5,120,000	\$0	\$0	\$0	\$5,120,000
2014	ROW	0094-07-042	S102:	\$11,968,000	\$2,992,000	\$0	\$0	\$0	\$14,960,000
Phase Subtotal:				\$11,968,000	\$8,112,000	\$0	\$0	\$0	\$20,080,000
2015	CON	0094-07-020	Cat 2:	\$15,152,000	\$3,788,000	\$0	\$0	\$0	\$18,940,000
2015	CON	0094-07-020	Cat 12:	\$16,048,380	\$4,012,095	\$0	\$0	\$0	\$20,060,475
Phase Subtotal:				\$31,200,380	\$7,800,095	\$0	\$0	\$0	\$39,000,475
2016	CON	0094-07-020	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$375,000	\$375,000
2016	CON	0094-07-020	Cat 5:	\$296,000	\$74,000	\$0	\$0	\$0	\$370,000
Phase Subtotal:				\$296,000	\$74,000	\$0	\$0	\$375,000	\$745,000
Grand Total:				\$43,464,380	\$16,986,095	\$0	\$0	\$375,000	\$60,825,475

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0094-07-020	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2014	ROW	0094-07-042	Cat 3 - Prop 14:	\$0	\$5,120,000	\$0	\$0	\$0	\$5,120,000
2014	ROW	0094-07-042	S102:	\$11,968,000	\$2,992,000	\$0	\$0	\$0	\$14,960,000
Phase Subtotal:				\$11,968,000	\$8,112,000	\$0	\$0	\$0	\$20,080,000
2015	CON	0094-07-020	Cat 2:	\$15,152,000	\$3,788,000	\$0	\$0	\$0	\$18,940,000
2015	CON	0094-07-020	Cat 12:	\$16,048,380	\$4,012,095	\$0	\$0	\$0	\$20,060,475
Phase Subtotal:				\$31,200,380	\$7,800,095	\$0	\$0	\$0	\$39,000,475

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

2016 CON	0094-07-020	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$200,000	\$200,000
2016 CON	0094-07-020	Cat 5:	\$440,000	\$110,000	\$0	\$0	\$0	\$550,000
Phase Subtotal:			\$440,000	\$110,000	\$0	\$0	\$200,000	\$750,000
Grand Total:			\$43,608,380	\$17,022,095	\$0	\$0	\$200,000	\$60,830,475

Revisions since STTC Meeting: ADDING ADDITIONAL CMAQ FUNDS; ADDED LOCAL CONTRIBUTION NOTATION TO REQUEST FIELD SINCE STTC

TIP Code: 11734 **Facility:** CS **Location/Limits From:** ON EAST-WEST CONNECTOR FROM SH 360 **Modification #:** 2015-0428

Implementing Agency: DFW AIRPORT **Location/Limits To:** RENTAL CAR DRIVE

County: TARRANT **CSJ:** 0902-90-912, 0902-48-712

City: VARIOUS **Desc:** CONSTRUCTION OF EAST-WEST CONNECTOR 0 TO 4 LANES DIVIDED URBAN

Request: REVISE CONSTRUCTION FUNDING SOURCE FROM RTR 161-DA2 TO RTR 121-DA2 AND CREATE CSJ 0902-90-912 FOR RTR 121 FUNDING PER REQUEST FROM DFW AIRPORT AND TXDOT WITH NO CHANGE TO TOTAL AUTHORIZED FUNDING AMOUNT; DELAY FY2015 ENGINEERING PHASE TO FY2017 AND FY2016 CONSTRUCTION PHASE TO FY2018, AND ADD NEW CSJ TO TIP/STIP

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0902-48-712	Cat 7:	\$150,000	\$0	\$0	\$37,500	\$0	\$187,500
2010	ENG	0902-48-712	Cat 7:	\$636,000	\$0	\$0	\$159,000	\$0	\$795,000
2012	ENG	0902-48-712	Cat 7:	\$714,000	\$0	\$0	\$178,500	\$0	\$892,500
2015	ENG	0902-48-712	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$2,000,000	\$500,000	\$0	\$2,500,000
2016	CON	0902-48-712	Cat 3 - RTR 161 - DA2:	\$0	\$0	\$18,000,000	\$4,500,000	\$0	\$22,500,000
Grand Total:				\$1,500,000	\$0	\$20,000,000	\$5,375,000	\$0	\$26,875,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0902-48-712	Cat 7:	\$150,000	\$0	\$0	\$37,500	\$0	\$187,500
2010	ENG	0902-48-712	Cat 7:	\$636,000	\$0	\$0	\$159,000	\$0	\$795,000
2012	ENG	0902-48-712	Cat 7:	\$714,000	\$0	\$0	\$178,500	\$0	\$892,500
2017	ENG	0902-90-912	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$2,000,000	\$500,000	\$0	\$2,500,000
2018	CON	0902-90-912	Cat 3 - RTR 161 - DA2:	\$0	\$0	\$18,000,000	\$4,500,000	\$0	\$22,500,000
Grand Total:				\$1,500,000	\$0	\$20,000,000	\$5,375,000	\$0	\$26,875,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0902-48-712	Cat 7:	\$150,000	\$0	\$0	\$37,500	\$0	\$187,500
2010	ENG	0902-48-712	Cat 7:	\$636,000	\$0	\$0	\$159,000	\$0	\$795,000
2012	ENG	0902-48-712	Cat 7:	\$714,000	\$0	\$0	\$178,500	\$0	\$892,500
2017	ENG	0902-90-912	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$2,000,000	\$500,000	\$0	\$2,500,000
2018	CON	0902-90-912	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$18,000,000	\$4,500,000	\$0	\$22,500,000
Grand Total:				\$1,500,000	\$0	\$20,000,000	\$5,375,000	\$0	\$26,875,000

Revisions since STTC Meeting: REVISE RTR 161-DA2 FUNDS TO 121-DA2

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 11074.1 **Facility:** CS **Location/Limits From:** ON LAKERIDGE PKWY FROM S OF GREAT SW PKWY **Modification #:** 2015-0434
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 20 EB FRTG ROAD
County: DALLAS **CSJ:** 0918-45-747
City: GRAND PRAIRIE **Desc:** WIDEN EXISTING CITY STREET AND EXTEND ON NEW LOCATION IN GRAND PRAIRIE--SIX LANE URBAN DIVIDED ROADWAY AND ON-STREET BIKEWAY
Request: INCREASE CONSTRUCTION FUNDING DUE TO CHANGE ORDER BY \$550,000 STP-MM (\$440,000 FEDERAL AND \$110,000 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$16,548,353 STP-MM (\$13,238,682 FEDERAL AND \$3,309,671 LOCAL) FOR CONSTRUCTION IN FY2011

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ROW	0918-45-747	Cat 7:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
2011	ROW	0918-45-747	Cat 10:	\$490,000	\$0	\$0	\$0	\$0	\$490,000
Phase Subtotal:				\$4,490,000	\$0	\$0	\$1,000,000	\$0	\$5,490,000
2011	CON	0918-45-747	Cat 7:	\$12,798,682	\$0	\$0	\$3,199,671	\$0	\$15,998,353
Grand Total:				\$17,288,682	\$0	\$0	\$4,199,671	\$0	\$21,488,353

STTC APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ROW	0918-45-747	Cat 7:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
2011	ROW	0918-45-747	Cat 10:	\$490,000	\$0	\$0	\$0	\$0	\$490,000
Phase Subtotal:				\$4,490,000	\$0	\$0	\$1,000,000	\$0	\$5,490,000
2011	CON	0918-45-747	Cat 7:	\$13,198,682	\$0	\$0	\$3,299,671	\$0	\$16,498,353
Grand Total:				\$17,688,682	\$0	\$0	\$4,299,671	\$0	\$21,988,353

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ROW	0918-45-747	Cat 7:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
2011	ROW	0918-45-747	Cat 10:	\$490,000	\$0	\$0	\$0	\$0	\$490,000
Phase Subtotal:				\$4,490,000	\$0	\$0	\$1,000,000	\$0	\$5,490,000
2011	CON	0918-45-747	Cat 7:	\$13,238,682	\$0	\$0	\$3,309,671	\$0	\$16,548,353
Grand Total:				\$17,728,682	\$0	\$0	\$4,309,671	\$0	\$22,038,353

Revisions since STTC Meeting: INCREASE FUNDING BY AN ADDITIONAL \$50,000 PER TXDOT FOR CHANGE ORDERS, REVISE REQUEST TO MATCH

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 20087 Facility: SH 289

Location/Limits From: FM 3537

Modification #: 2015-0437

Implementing Agency: FRISCO

Location/Limits To: WARREN PARKWAY

County: COLLIN CSJ: 0091-05-060

City: FRISCO Desc: INTERSECTION IMPROVEMENTS ON PRESTON ROAD AT MAIN, STONEBROOK/ROLATER, WADE, LEBANON, AND WARREN INCLUDING TURN LANES AND SIGNAL IMPROVMENTS

Request: DELAY ROW AND UTILITIES TO FY2016, DELAY CONSTRUCTION TO FY2017

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0091-05-060	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$430,000	\$430,000
2015	ROW	0091-05-060	Cat 5:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2015	UTIL	0091-05-060	Cat 5:	\$20,000	\$5,000	\$0	\$0	\$0	\$25,000
2015	CON	0091-05-060	Cat 5:	\$2,928,068	\$732,017	\$0	\$0	\$0	\$3,660,085
Grand Total:				<u>\$2,988,068</u>	<u>\$747,017</u>	<u>\$0</u>	<u>\$0</u>	<u>\$430,000</u>	<u>\$4,165,085</u>

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0091-05-060	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$430,000	\$430,000
2016	ROW	0091-05-060	Cat 5:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2016	UTIL	0091-05-060	Cat 5:	\$20,000	\$5,000	\$0	\$0	\$0	\$25,000
2017	CON	0091-05-060	Cat 5:	\$2,928,068	\$732,017	\$0	\$0	\$0	\$3,660,085
Grand Total:				<u>\$2,988,068</u>	<u>\$747,017</u>	<u>\$0</u>	<u>\$0</u>	<u>\$430,000</u>	<u>\$4,165,085</u>

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 2814 **Facility:** SH 78 **Location/Limits From:** ON GARLAND RD FROM SOUTH OF TRANQUILLA **Modification #:** 2015-0438

Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SP 244 (NORTHWEST HIGHWAY)

County: DALLAS **CSJ:** 0009-02-045

City: DALLAS **Desc:** 9 INTERSECTION IMPROVEMENTS

Request: INCREASE CONSTRUCTION FUNDING BY \$2,087,482 CMAQ (\$1,669,986 FEDERAL AND \$417,496 STATE) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$6,587,482 TOTAL (\$6,447,482 CMAQ [\$5,157,986 FEDERAL AND \$1,289,496 STATE] AND \$140,000 CAT12(C) [\$112,000 FEDERAL AND \$28,000 STATE]) IN FY2015 TO MATCH LOW BID AMOUNT, NO CHANGES TO ENG OR ROW PHASES

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0009-02-056	SBPE:	\$0	\$1,400,000	\$0	\$0	\$0	\$1,400,000
2010	ROW	0009-02-056	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$220,000	\$220,000
2010	ROW	0009-02-056	Cat 5:	\$1,144,000	\$286,000	\$0	\$0	\$0	\$1,430,000
Phase Subtotal:				\$1,144,000	\$286,000	\$0	\$0	\$220,000	\$1,650,000
2015	CON	0009-02-045	Cat 5:	\$3,488,000	\$872,000	\$0	\$0	\$0	\$4,360,000
2015	CON	0009-02-045	Cat 12(C):	\$112,000	\$28,000	\$0	\$0	\$0	\$140,000
Phase Subtotal:				\$3,600,000	\$900,000	\$0	\$0	\$0	\$4,500,000
Grand Total:				\$4,744,000	\$2,586,000	\$0	\$0	\$220,000	\$7,550,000

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0009-02-045	SBPE:	\$0	\$1,400,000	\$0	\$0	\$0	\$1,400,000
2010	ROW	0009-02-056	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$220,000	\$220,000
2010	ROW	0009-02-056	Cat 5:	\$1,144,000	\$286,000	\$0	\$0	\$0	\$1,430,000
Phase Subtotal:				\$1,144,000	\$286,000	\$0	\$0	\$220,000	\$1,650,000
2015	CON	0009-02-045	Cat 5:	\$5,157,986	\$1,289,496	\$0	\$0	\$0	\$6,447,482
2015	CON	0009-02-045	Cat 12(C):	\$112,000	\$28,000	\$0	\$0	\$0	\$140,000
Phase Subtotal:				\$5,269,986	\$1,317,496	\$0	\$0	\$0	\$6,587,482
Grand Total:				\$6,413,986	\$3,003,496	\$0	\$0	\$220,000	\$9,637,482

PROPOSED AUGUST 2015 ROADWAY TIP MODIFICATIONS FOR RTC CONDSIDERATION

TIP Code: 55036 **Facility:** IH 35W **Location/Limits From:** EAGLE PARKWAY **Modification #:** 2015-0444
Implementing Agency: TXDOT-DALLAS **Location/Limits To:** SH 114
County: DENTON **CSJ:** 0081-13-041
City: HASLET **Desc:** CONSTRUCT 2 LANE SOUTHBOUND FRONTAGE ROADS WITH RAMP MODIFICATIONS (PHASE 1)
Request: REVISE FUNDING TO REPLACE \$6,666,000 LOCAL CONTRIBUTION (\$6,666,000 LOCAL) WITH \$6,666,000 RTR 121-DE1 (\$6,666,000 REGIONAL) WITH NO CHANGE TO THE TOTAL AUTHORIZED AMOUNT FOR CONSTRUCTION IN FY2016

CURRENTLY APPROVED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0081-13-041	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$600,000	\$600,000
2015	ENG	0081-13-041	SBPE:	\$0	\$600,000	\$0	\$0	\$0	\$600,000
Phase Subtotal:				\$0	\$600,000	\$0	\$0	\$600,000	\$1,200,000
2015	ROW	0081-13-041	S102:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2016	CON	0081-13-041	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,666,000	\$6,666,000
2016	CON	0081-13-041	Cat 7:	\$2,667,200	\$666,800	\$0	\$0	\$0	\$3,334,000
2016	CON	0081-13-041	Cat 12:	\$9,792,931	\$1,088,103	\$0	\$0	\$0	\$10,881,034
Phase Subtotal:				\$12,460,131	\$1,754,903	\$0	\$0	\$6,666,000	\$20,881,034
Grand Total:				\$20,460,131	\$4,354,903	\$0	\$0	\$7,266,000	\$32,081,034

REVISION REQUESTED:									
FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0081-13-041	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$600,000	\$600,000
2015	ENG	0081-13-041	SBPE:	\$0	\$600,000	\$0	\$0	\$0	\$600,000
Phase Subtotal:				\$0	\$600,000	\$0	\$0	\$600,000	\$1,200,000
2015	ROW	0081-13-041	S102:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2016	CON	0081-13-041	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$6,666,000	\$0	\$0	\$6,666,000
2016	CON	0081-13-041	Cat 7:	\$2,667,200	\$666,800	\$0	\$0	\$0	\$3,334,000
2016	CON	0081-13-041	Cat 12:	\$9,792,931	\$1,088,103	\$0	\$0	\$0	\$10,881,034
Phase Subtotal:				\$12,460,131	\$1,754,903	\$6,666,000	\$0	\$0	\$20,881,034
Grand Total:				\$20,460,131	\$4,354,903	\$6,666,000	\$0	\$600,000	\$32,081,034

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: DALLAS AREA RAPID TRANSIT **Contract Year:** FY2015 PROGRAM OF PROJECTS **UZA:** DALLAS-FORT WORTH-ARLINGTON **Modification #:** 2015-0432
Request: ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) **Funding Source:** TRANSIT SECTION 5312 FUNDS
Comment: EXAMPLE COMMENT

Requested Revision:		FUNDING TABLE:						
TIP Code	DESCRIPTION	REQUESTED REVISION BY PROJECT	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12774.15	PURCHASE REPLACEMENT VEHICLES	ADD PROJECT TO THE 2015-2018 TIP/STIP	\$6,611,111	\$0	\$0	\$1,166,667	0	\$7,777,778
12775.15	ACQUISITION OF MISCELLANEOUS EQUIPMENT	ADD PROJECT TO THE 2015-2018 TIP/STIP	\$1,026,000	\$0	\$0	\$114,000	0	\$1,140,000
TOTAL:			\$7,637,111	\$0	\$0	\$1,280,667	0	\$8,917,778

TIP CODE:	The number assigned to a TIP project, which is how NCTCOG identifies a project.
IMPLEMENTING AGENCY:	Identifies the lead public agency or municipality responsible for the project.
CONTRACT YEAR:	Identifies the apportionment year in which funds were committed to the project.
UZA:	Identifies the Urbanized Area in which the project is located.
REQUEST:	Describes the action being requested through the modification.
COMMENT:	States any comments related to the project.
MODIFICATION #:	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
FUNDING SOURCE:	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: http://www.nctcog.org/trans/tip/15-18/index.asp .
DESCRIPTION:	Identifies the scope of work that will be completed in the project.
REQUESTED REVISION BY PROJECT:	Identifies the request at the TIP Code level.
FUNDING TABLE:	Provides the total currently approved and revised total funding of a project. Incorporates total funding for all fiscal years. Currently approved funding will not appear for new projects being added to the TIP/Statewide Transportation Improvement Plan.

PROPOSED AUGUST 2015 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT
Contract Year: FY2015 PROGRAM OF PROJECTS
UZA: DALLAS-FORT WORTH-ARLINGTON
Modification #: 2015-0432
Request: ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Funding Source: TRANSIT SECTION 5312 FUNDS

Requested Revision:		FUNDING TABLE:						
TIP Code	DESCRIPTION	REQUESTED REVISION BY PROJECT	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL
12774.15	PURCHASE REPLACEMENT VEHICLES	ADD PROJECT TO THE 2015-2018 TIP/STIP	\$6,611,111	\$0	\$0	\$1,166,667	0	\$7,777,778
12775.15	ACQUISITION OF MISCELLANEOUS EQUIPMENT	ADD PROJECT TO THE 2015-2018 TIP/STIP	\$1,026,000	\$0	\$0	\$114,000	0	\$1,140,000
TOTAL:			\$7,637,111	\$0	\$0	\$1,280,667	0	\$8,917,778



U.S. Environmental Protection Agency recognizes the 2015 SmartWay Affiliate Challenge Honorees

for their extraordinary level of commitment and
creativity in supporting sustainable transportation
and the goals of the SmartWay program



2015
SMARTWAY AFFILIATE
CHALLENGE HONOREE





North Central Texas
Council of Governments

PRESS RELEASE

Contact: Amanda Wilson
(817) 695-9284
awilson@nctcog.org

NCTCOG Earns EPA SmartWay Affiliate Challenge Honor

Seven partners recognized for commitment to clean air, sustainable freight transportation

May 11, 2015 (Arlington, Texas) – The Environmental Protection Agency recently recognized the North Central Texas Council of Governments as one of seven recipients of a SmartWay Affiliate Challenge award for support of policies and practices that reduce truck emissions and improve freight efficiency.

The SmartWay Affiliate Challenge is a national campaign developed by the EPA to acknowledge organizations that participate in SmartWay and do an exceptional job supporting the partnership's freight sustainability goals. The challenge was open to all affiliates nationwide.

"EPA commends the Affiliate Challenge honorees for their extraordinary level of commitment, enthusiasm and creativity in supporting EPA's SmartWay program, and sustainable transportation," said Christopher Grundler, Director of EPA's Office of Transportation and Air Quality. "The work in this arena helps advance the environmental sustainability of commercial transportation and logistics bringing us all closer to achieving the shared goals of efficient goods movement and clean air."

Ten Dallas-Fort Worth area counties are in nonattainment for ozone and have until 2018 to meet the EPA's standard. The freight industry is crucial to the region's efforts to clean the air. In the region, 18-wheelers account for 52 tons of nitrogen oxides per day, or about 30 percent of all on-road transportation sources, despite representing only five percent of the vehicle miles traveled in the region.

A SmartWay member since 2006, NCTCOG promotes the initiative throughout the Dallas-Fort Worth area and provides education and outreach to potential partners and affected industries through its programs, workshops and webinars.

Additionally, NCTCOG earned recognition, in part, for integrating SmartWay vehicles and technologies in a new Clean Fleet Policy, which 24 entities have adopted. The policy outlines goals and provides workable, cost-effective solutions to reduce ozone-causing pollution from local fleets and support regional efforts to meet the EPA air quality standard.

Along with NCTCOG, the following public and private entities received recognition:

- American Trucking Associations
- Colorado Motor Carriers Association
- Environmental Defense Fund
- Penske Truck Leasing
- Transportation Intermediaries Association
- Wisconsin Clean Cities

The EPA recognized these affiliates at the Transportation Intermediaries Association Capital Ideas and Exhibition Conference in April, during a recent webinar, through social media and on the SmartWay website.

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 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 SmartWay:

EPA launched SmartWay in 2004 to help business improve the sustainability of their freight supply chains. Today the Partnership consists of nearly 3,000 Partners, representing a cross section of the freight supply chain industry. As of today, SmartWay Partners have saved over 144 million barrels of oil. SmartWay's clean air achievements (60 million metric tons of carbon dioxide so far) help protect the health and well-being of citizens.

More information on SmartWay in general: www.epa.gov/smartway.

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HERMES

CREATIVE AWARDS

May 1, 2015

Kristy Libotte Keener
616 Six Flags Dr Centerpoint Two
Arlington TX 76011

Dear Hermes Entrant:

Congratulations, based on the evaluation of the Association of Marketing and Communication Professionals' (AMCP) judges, you are an award recipient in the Hermes Creative Awards 2015 competition. Enclosed find Award Forms which should be filled out and returned as soon as possible so your certificate(s) and/or statuette(s) can be inscribed and sent to you. If you choose, you can fill out and submit the forms online at store.hermesawards.com.

You can also access your results and order certificates and statuettes through your My Account page on the Hermes website. Login can be found in the upper right hand corner of the homepage. Your username is your email address. If you don't remember your password, you can click on get a new password.

All platinum and gold winners are listed in the Winners section of our website. The list can be searched by city, state or category. The interactive map shows where the winners are located.

Hermes Creative Awards is an international competition for creative professionals involved in the concept, writing and design of traditional and emerging media. Hermes Creative Awards recognizes outstanding work in the industry while promoting the philanthropic nature of marketing and communication professionals.

Hermes Creative Awards is administered by the Association of Marketing and Communication Professionals (www.amcpros.com). The international organization consists of several thousand marketing, communication, advertising, public relations, digital media production and free-lance professionals. AMCP oversees awards and recognition programs, provides judges and awards outstanding achievement and service to the profession.

As part of its mission, AMCP fosters and supports the efforts of creative professionals who contribute their unique talents to public service and charitable organizations. Hermes entrants are not charged to enter work they produced pro bono. Over the past few years, AMCP's Advisory Board has given out over \$150,000 in grants to support philanthropic endeavors.

Judges are industry professionals who look for companies and individuals whose talent exceeds a high standard of excellence and whose work serves as a benchmark for the industry. There were about 6,000 entries from throughout the United States and 22 other countries in the Hermes Creative Awards 2015 competition.

Hermes' prestigious Platinum Award is presented to those entries judged to be among the most outstanding entries in the competition. Platinum Winners are recognized for their excellence in terms of quality, creativity and resourcefulness. About 15 percent of the entries won this award.

The Gold Award is presented to those entries judged to exceed the high standards of the industry norm. Approximately 22 percent of the entries received this award. Honorable Mention certificates are granted to those entries that meet the expectations of the judges. Approximately 11 percent were Honorable Mention winners.

Being a Platinum or Gold Winner is a tremendous achievement that is symbolized by the intricately detailed Hermes platinum and gold statuettes. The name Hermes (Greek messenger) and the idea for the statuette were chosen to represent our roles as the messengers and creators of marketing and communication materials and programs. Photos of the award can be found on our website at www.hermesawards.com.

Hermes entrants do not subsidize awards for the winners. Instead of charging several hundred dollars per entry, competition organizers decided to keep entry fees at a fraction of that cost by letting winners buy their own awards. The result is a more affordable competition and awards that are truly pieces of art that anyone would be proud to display or present to a client.

Platinum and Gold winners are listed on our web site at www.hermesawards.com. Winners can enter the Store/Downloads section for a news release, general information, downloadable graphics and order forms.

You can also check out our blog for comments from judges about some of the exceptional and unusual entries. www.blog.amcpros.com

Again, congratulations on your achievement. We look forward to hearing from you soon.

Hermes Creative Awards

Overview of Actions Affecting Western/Eastern Funding Shares* (\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Jan-13	Additional MAP-21 Funds (US 67 [Cleburne bypass]) ¹	\$ 30.00	\$ -	\$ 30.00	\$ -
Mar-13	Statewide Allocation to the Region of Congestion Mitigation and Air Quality Improvement Program funds for TxDOT Congestion Management Program ²	3.40	6.60	33.40	6.60
Aug-13	Category 12 funds for SH 183 (including part of NTE), SH 114, and Loop 12	183.89	416.11	217.29	422.71
Feb-14	NTE/LBJ HOV 2/3+ Subsidy ³	6.85	(6.85)	224.14	415.86
Jun-14	IH 345 from IH 30 to SP 366 over IH 30, US 75, and DART RR	-	185.00	224.14	600.86
	IH 35W (Skinny) from US 81/287 Split to SH 114	115.84	24.16	339.98	625.02
	SH 114 from Trophy Lake Drive to Kirkwood Blvd.	4.00	4.00	343.98	629.02
	SH 170 from west of Parrish Rd to west of SH 114 Interchange	-	10.50	343.98	639.52
	Dallas Area Rapid Transit (Dallas and Fort Worth Districts) ⁴	-	60.00	343.98	699.52
Aug-14	IH 35E from US 77 South of Waxahachie to US 77 North of Waxahachie (In Ellis County)	-	120.00	343.98	819.52
Updated MAP-21 Equity Share as of February 2015 ⁵		\$ 343.98	\$ 819.52	29.56%	70.44%

NOTES: 1) FM 2499 and SH 121 Section 13 projects excluded from calculation due to their location with Dallas, Denton, and Tarrant Counties.

2) CMAQ funding allocation previously changed to reflect new funding distribution approved by the RTC on September 12, 2013.

3) \$6.85M in RTR funds transferred to the West, funds will not be sent back to the East from the West as this action helps to achieve the desired RTC approved distribution.

4) \$40M for the Western Subregion to be identified in the future and reflected in the West/East tracking once approved (\$60M for DART reaffirmed in February 2015).

5) SH 360 action (SH 360 from Sublett/Camp Wisdom to Ellis County Line) - Will not be reflected as it is a loan.

East-West Equity Share (SAFETEA-LU and MAP-21)	Cumulative Total	
	West	East
SAFETEA-LU East-West Equity Total	\$ 619.76	\$ 1,588.48
MAP-21 East-West Equity Total	\$ 343.98	\$ 819.52
Cumulative Total	\$ 963.74	\$ 2,408.00
Percentage Shares	28.58%	71.42%

*No change since last reported in April 2015.

Overview of Actions Affecting Western/Eastern Funding Shares*

(\$ in Millions)

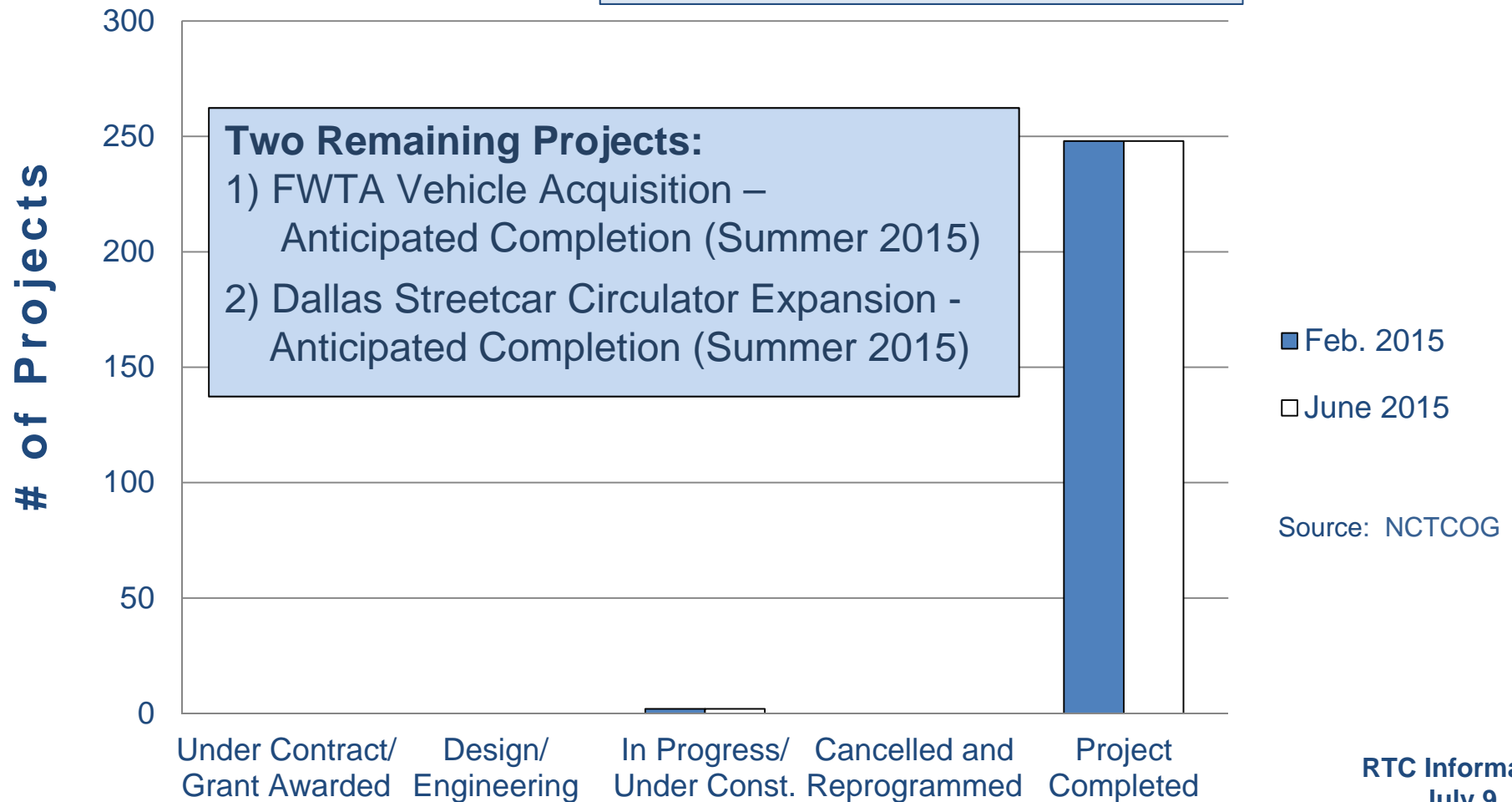
Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Start	Over-Obligation on North Tarrant Express (Category 2)	\$ 156.60	\$ -	\$ 156.60	\$ -
Jan-10	FM 1187 in Mansfield (ARRA)	11.10	-	167.70	-
Mar-10	Send Western SH 161 RTR Funds to Eastern Subregion (as part of SH 161 & Southwest Parkway Agreement)	-	2.39	167.70	2.39
Apr-10	IH 35E Bridge over Trinity River (Bridge Program)		75.00	167.70	77.39
Apr-10	Mountain Creek Parkway Bridge (Bridge Program)		5.20	167.70	82.59
May-10	SH 26 in Grapevine (ARRA)	17.50		185.20	82.59
May	Various Locations in the DFW Region (Safe Routes to School Program)	3.40	6.90	188.60	89.49
Jun-10	US 75, IH 30, SH 114, SP 348, IH 35W, SH 360 (Proposition 12 - Engineering)	39.00	58.50	227.60	147.99
Jun-10	SH 26 in Colleyville (Pass Through Finance)	19.10		246.70	147.99
Jun-10	IH 30 HOV/Managed (Pass Through Finance)		63.13	246.70	211.12
Jun-10	FM 1171 in Denton Co (Pass Through Finance)		41.40	246.70	252.52
Jun-10	SH 34 in Terrell (Category 12)		19.00	246.70	271.52
Jul-10	Send \$5M STP-MM savings from SH 26 in Grapevine from Western to Eastern Subregion		5.00	246.70	276.52
Jul-10	2010 Statewide Transportation Enhancement Program	8.27	10.58	254.97	287.10
Aug-10	FM 1641 in Kaufman County (ARRA)		3.24	254.97	290.34
Aug-10	SH 121 from DART/Cotton Belt to FM 2499 (ARRA)	5.40		260.37	290.34
Oct-10	IH 35E at FM 407 Interchange and North Tarrant Express (Proposition 14)	135.00	30.00	395.37	320.34
Nov-10	Move RTC/Local from East to West for US 287 at Berry/Vaughn (RTC Local)	1.25	(1.25)	396.62	319.09
Feb-11	Move STP-MM from West to East as a result of the US 287 at Berry/Vaughn swap (STP-MM)	(1.25)	1.25	395.37	320.34
Apr-11	Advanced funding to FY 2011 Using Category 12 Funds	22.07	28.32	417.44	348.66
May-11	US 380 from West of FM 156 to IH 35E (Prop 14)		20.50	417.44	369.16
Sep-11	Strategic Partnership with TxDOT/Proposition 12 Allocation	99.00	757.45	516.44	1,126.61
Jun-12	Additional Revenue from the TxDOT \$2 Billion Funding Initiative **	101.34	405.34	617.78	1,531.95
Oct-12	Fiscal Year 2013 Earmark Funding from FHWA/TxDOT reallocation	1.98	0.53	619.76	1,532.48
Mar-13	Category 12 Funding for US 287 Ennis Bypass	-	56.00	619.76	1,588.48
		\$ 619.76	\$ 1,588.48	28.07%	71.93%

*No change since last reported in April 2015.

**\$30 million contingency loan from Dallas County (from SH 183 & SL 9) to Tarrant County (for IH 35W) is not reflected. This loan repayment is being addressed in a separate agenda item for the July 2015 RTC meeting.

STATUS OF ARRA PROJECTS REPORTED IN JUNE 2015

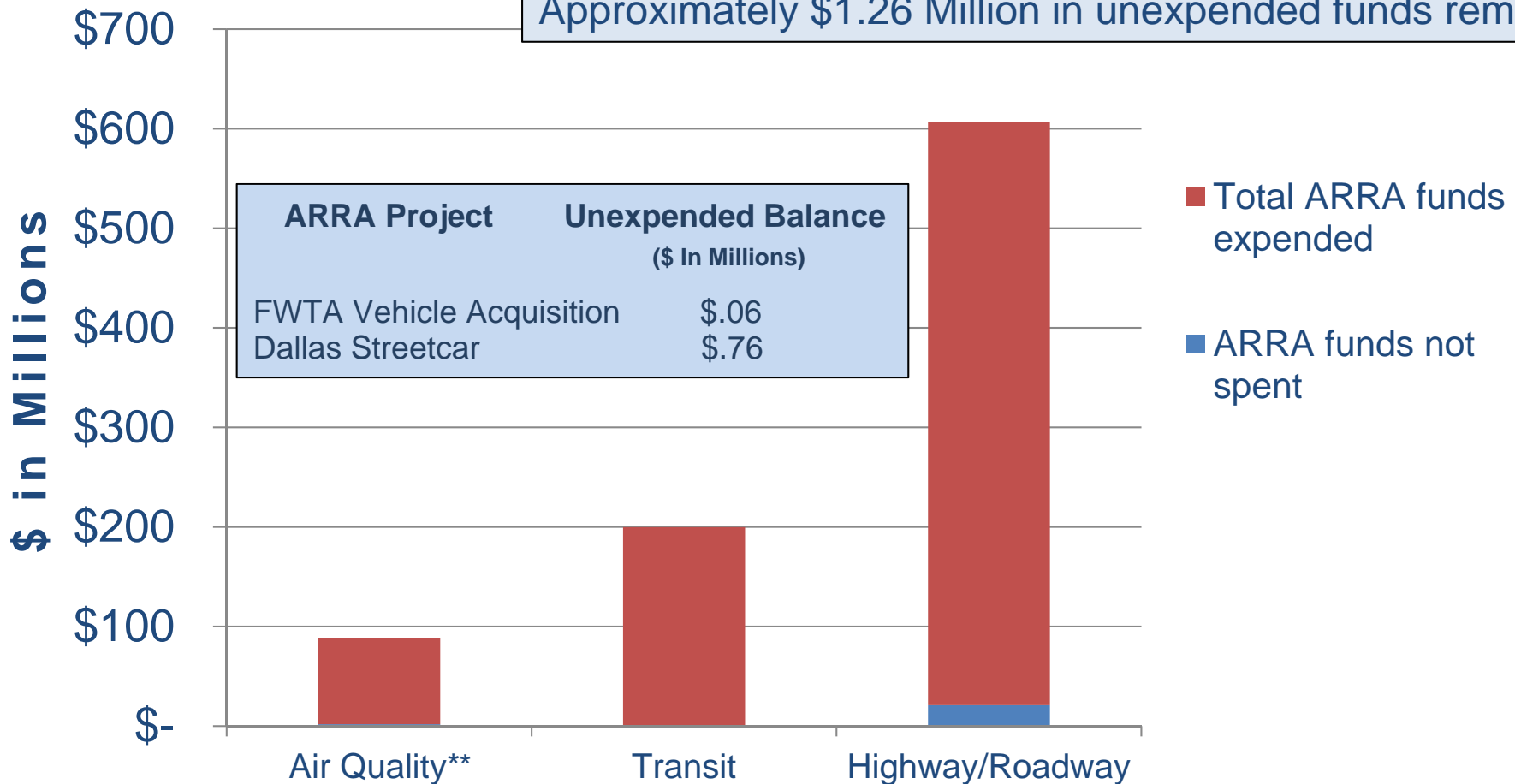
248 of 250 completed projects
2 projects still under construction



ARRA EXPENDITURES

REPORTED IN JUNE 2015

Over \$885 Million expended to date (99%)
 Approximately \$1.26 Million in unexpended funds remain*



*Includes ARRA completed projects with an outstanding balance

**Includes DOE, EPA, & SECO Projects

Source: NCTCOG

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
PROJECTS WITH OUTSTANDING BALANCES										
FWTA	TARRANT	DFW MPO TRANSIT	VEHICLE ACQUISITION, PREVENTIVE MAINTENANCE, TRANSIT ENHANCEMENTS, AND OTHER CAPITAL ITEMS	---	---	\$20,148,975	\$20,086,089	\$62,886	\$0	IN PROGRESS; TOTAL EXPENDITURES WERE LESS THAN ANTICIPATED LAST QUARTER; CONTRACTOR'S BID ACCEPTED. FINAL DRAWDOWN EXPECTED BY LATE SUMMER 2015.
NCTCOG/ DALLAS	DALLAS	TIGER DISCRETIONARY GRANT PROGRAM	DOWNTOWN DALLAS STREETCAR	DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM DOWNTOWN DALLAS TO OAK CLIFF	PLANNING, ENGINEERING, ENVIRONMENTAL, ROW, AND CONSTRUCTION FOR DALLAS STREETCAR EXTENSION; RAIL TRANSIT	\$26,000,000	\$25,234,535	\$765,465	\$0	LAST INVOICE HAS BEEN SUBMITTED AND IS BEING PROCESSED; DALLAS STREETCAR SCHEDULED TO OPEN FOR REVENUE SERVICE IN JUNE 2015.
TOTAL FOR PROJECTS WITH OUTSTANDING BALANCES						\$46,148,975	\$45,320,624	\$828,351	\$0	
PARTNERSHIP PROJECTS THAT ARE UNDER CONSTRUCTION										
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	RIVERFRONT BLVD	FROM CADIZ TO CONTINENTAL	RECONSTRUCT & WIDEN FACILITY FROM 6 TO 8 LANES	\$0	\$0	\$0	\$15,500,000	UNDER CONSTRUCTION; ESTIMATED COMPLETION DATE DECEMBER 2016.
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	MCKINNEY TROLLEY/OLIVE STREET ROADWAY	FROM ELM & COMMERCE (HOUSTON TO CENTRAL EXPRESSWAY) TO MAIN/ELM & COMMERCE LOOP)	DALLAS CBD STREETCAR EXPANSION (BUS LANE RECONSTRUCTION/STREETCAR PHASE 1B)	\$0	\$0	\$0	\$2,000,000	UNDER CONSTRUCTION; ANTICIPATED OPEN TO SERVICE DATE JUNE 2015.
TOTAL FOR PARTNERSHIP PROJECTS THAT ARE UNDER CONSTRUCTION						\$0	\$0	\$0	\$17,500,000	

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
PROJECTS THAT ARE COMPLETED OR CANCELLED										
ALLEN	COLLIN	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			SYNCHRONIZE 24 TRAFFIC SIGNALS AND INSTALL AND UPGRADE TRAFFIC SIGNAL SYSTEM HARDWARE TO ENSURE SYNCHRONIZATION PLANS ARE WORKING PROPERLY	\$392,500	\$392,500	\$0	\$0	COMPLETED
ALLEN	COLLIN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$693,000	\$693,000	\$0	\$0	COMPLETED
ARLINGTON	TARRANT	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 3 CNG VEHICLES	\$20,805	\$20,805	\$0	\$58,125	COMPLETED
ARLINGTON	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$3,428,100	\$3,428,100	\$0	\$0	COMPLETED
ARLINGTON / HANDITRAN	TARRANT	DFW MPO TRANSIT	PREVENTIVE MAINTENANCE, CAPITAL COST OF CONTRACTING, VEHICLE AND TECHNOLOGY ACQUISITION	----	----	\$600,000	\$600,000	\$0	\$0	COMPLETED
ARLINGTON ISD/ TEXAS RAILROAD COMMISSION	TARRANT	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 24 PROPANE BUSES AND INSTALL REFUELING INFRASTRUCTURE	\$508,174	\$508,174	\$0	\$1,729,128	COMPLETED
ARLINGTON ISD/ TEXAS RAILROAD COMMISSION	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT	N/A	PURCHASE 24 PROPANE SCHOOL BUSES	\$192,000	\$192,000	\$0	\$2,453,124	COMPLETED
BEDFORD	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			IMPLEMENT SYNCHRONIZED TRAFFIC SIGNAL TIMING PLANS FOR 26 INTERSECTIONS	\$1,856,000	\$1,856,000	\$0	\$0	COMPLETED
BEDFORD	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$201,200	\$201,200	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
CARROLLTON	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,189,100	\$1,189,100	\$0	\$0	COMPLETED
CEDAR HILL	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			DEVELOP AND IMPLEMENT SYNCHRONIZED TRAFFIC SIGNAL TIMING PLANS FOR 12 INTERSECTIONS	\$308,688	\$308,688	\$0	\$0	COMPLETED
CEDAR HILL	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$176,600	\$176,600	\$0	\$0	COMPLETED
CENTRAL TEXAS RURAL TRANSIT DISTRICT	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$1,625,000	\$1,625,000	\$0	\$0	COMPLETED
CENTRAL TEXAS RURAL TRANSIT DISTRICT	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT TRANSIT	TECHNOLOGY ACQUISITION	----	----	\$600,000	\$600,000	\$0	\$0	COMPLETED
CITY OF LAKE DALLAS	DENTON	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 1 LIGHT DUTY HYBRID VEHICLE	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
CITY OF MCKINNEY	COLLIN	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS		PURCHASE 2 HEAVY DUTY HYBRID VEHICLES	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
CLETRAN - CITY/COUNTY TRANS. / CLEBURNE	JOHNSON	TXDOT TRANSIT	FACILITY	----	----	\$200,000	\$200,000	\$0	\$0	COMPLETED
CLETRAN - CITY/COUNTY TRANS. / CLEBURNE	JOHNSON	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$447,000	\$447,000	\$0	\$0	COMPLETED
COLLIN COUNTY COMMITTEE ON AGING	COLLIN	DFW MPO TRANSIT	OPERATING ASSISTANCE	----	----	\$99,299	\$99,299	\$0	\$0	COMPLETED
COLLIN COUNTY COMMITTEE ON AGING	COLLIN	DFW MPO TRANSIT	TECHNOLOGY ACQUISITION, PREVENTIVE MAINTENANCE AND PROJECT ADMINISTRATION	----	----	\$893,691	\$785,692	\$107,999	\$0	COMPLETED; \$107,999 WILL BE DE-OBLIGATED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
COLLIN COUNTY COMMITTEE ON AGING	COLLIN	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$360,000	\$360,000	\$0	\$0	COMPLETED
COMMUNITY SERVICES, INC.	ELLIS	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$377,025	\$377,025	\$0	\$0	COMPLETED
COPPELL	DALLAS/ DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$171,200	\$171,200	\$0	\$0	COMPLETED
DALLAS COUNTY SCHOOLS/ TEXAS RAILROAD COMMISSION	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT		PURCHASE 28 PROPANE SCHOOL BUSES AND UPGRADE 1 PROPANE INFRASTRUCTURE SITE	\$200,694	\$200,694	\$0	\$1,639,120	COMPLETED
DALLAS COUNTY SCHOOLS/TEXAS RAILROAD COMMISSION	DALLAS	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 10 PROPANE SCHOOL BUSES	\$163,160	\$163,160	\$0	\$720,470	COMPLETED
DALLAS-FORT WORTH INT'L AIRPORT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 37 SHUTTLE VANS TO CNG AND PURCHASE 2 CNG SWEEPERS	\$387,250	\$387,250	\$0	\$1,239,013	COMPLETED
DALLAS-FORT WORTH INT'L AIRPORT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	PURCHASE 13 HEAVY- DUTY COMPRESSED NATURAL GAS VEHICLES	\$52,000	\$52,000	\$0	\$2,293,590	COMPLETED
DART	DALLAS	DFW MPO TRANSIT	TRANSIT ENHANCEMENTS	----	----	\$612,412	\$612,412	\$0	\$0	COMPLETED
DART	DALLAS	DFW MPO TRANSIT	IRVING 1-2	----	ENGINEERING, DESIGN, & CONSTRUCTION ACTIVITIES	\$60,628,755	\$60,628,755	\$0	\$0	COMPLETED
DART	DALLAS	DFW MPO TRANSIT	NW/SE LRT	----	NW/SE LIGHT RAIL BUILD- OUT PHASE 2A	\$86,249,716	\$86,249,716	\$0	\$0	COMPLETED
DART	DALLAS	DFW MPO TRANSIT	FIXED GUIDEWAY MODERNIZATION	----	RADIO REPLACEMENTS	\$300,940	\$300,940	\$0	\$0	COMPLETED
DCTA	DENTON	DFW MPO TRANSIT	VEHICLES, TECHNOLOGY, PASSENGER AMENITIES AND TRANSIT ENHANCEMENTS	----	----	\$4,143,011	\$4,143,011	\$0	\$0	COMPLETED
DCTA	DENTON	DFW MPO TRANSIT	FACILITY CONSTRUCTION AND IMPROVEMENTS	----	----	\$1,750,000	\$1,750,000	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
DENTON	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,117,000	\$1,117,000	\$0	\$0	COMPLETED
DENTON COUNTY	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$575,080	\$575,080	\$0	\$0	COMPLETED
DENTON ISD/ TEXAS RAILROAD COMMISSION	DENTON	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT	N/A	PURCHASE 7 PROPANE SCHOOL BUSES AND INSTALL ONE REFUELING INFRASTRUCTURE	\$123,696	\$123,696	\$0	\$681,998	COMPLETED
DESOTO	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$187,700	\$187,700	\$0	\$0	COMPLETED
DFW INTERNATIONAL AIRPORT	REGIONAL	US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION	DFW INTERNATIONAL AIRPORT		FULL AND SHALLOW DEPTH CONCRETE PAVEMENT REPAIRS WITHIN THE SAFETY AREAS OF RUNWAY 18R/36L. INCIDENTAL WORK INCLUDES LIGHT CAN REPLACEMENTS, CONDUIT REPLACEMENT, JOINT REPLACEMENTS, PAVEMENT MARKING REPLACEMENTS AND ANY OTHER WORK NECESSARY TO THIS RUNWAY.	\$2,315,000	\$2,315,000	\$0	\$0	COMPLETED
DFW INTERNATIONAL AIRPORT	REGIONAL	US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION	DFW INTERNATIONAL AIRPORT		PAVEMENT REHABILITATION FOR RUNWAY 13L/31R	\$7,369,600	\$7,369,600	\$0	\$0	COMPLETED
DUNCANVILLE	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$148,600	\$148,600	\$0	\$0	COMPLETED
EULESS	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$454,200	\$454,200	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
FLOWER MOUND	DENTON/ TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$607,700	\$607,700	\$0	\$0	COMPLETED
FORT WORTH	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			HARDWARE AND SOFTWARE IMPROVEMENTS AND EQUIPMENT UPGRADES AT 14 TRAFFIC SIGNALS AND RECONSTRUCT 2 TRAFFIC SIGNALS	\$750,000	\$750,000	\$0	\$0	COMPLETED
FORT WORTH	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$6,738,300	\$6,738,300	\$0	\$0	COMPLETED
FRISCO	COLLIN	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			RE-TIME AND MONITOR 24 TRAFFIC SIGNALS	\$134,400	\$134,400	\$0	\$0	COMPLETED
FRISCO	COLLIN/ DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$825,800	\$825,800	\$0	\$0	COMPLETED
GARLAND	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,978,800	\$1,978,800	\$0	\$0	COMPLETED
GRAND PRAIRIE	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			SYNCHRONIZE, UPGRADE AND RETIME 164 INTERSECTIONS	\$419,900	\$419,900	\$0	\$0	COMPLETED
GRAND PRAIRIE	DALLAS/ TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,474,400	\$1,474,400	\$0	\$0	COMPLETED
GRAND PRAIRIE / GRAND CONNECTION	DALLAS	DFW MPO TRANSIT	TECHNOLOGY ACQUISITION	----	----	\$192,500	\$192,500	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
GRAPEVINE	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			INSTALL A TRAFFIC ADAPTIVE SYSTEM (TAS) ON 11 EXISTING TRAFFIC SIGNALS	\$308,000	\$308,000	\$0	\$0	COMPLETED
GRAPEVINE	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$503,500	\$503,500	\$0	\$0	COMPLETED
GRAPEVINE- COLLEYVILLE ISD	TARRANT	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 4 PROPANE SCHOOL BUSES AND INSTALL REFUELING INFRASTRUCTURE	\$134,514	\$134,514	\$0	\$347,664	COMPLETED
GYPSUM SUPPLY, LTD.	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 1 HEAVY DUTY HYBRID VEHICLE	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
HALTOM CITY	TARRANT	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 8 PROPANE VEHICLES AND INSTALL REFUELING INFRASTRUCTURE	\$149,210	\$149,210	\$0	\$215,006	COMPLETED
HALTOM CITY	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$165,700	\$165,700	\$0	\$0	COMPLETED
HURST	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$165,500	\$165,500	\$0	\$0	COMPLETED
IRVING	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$2,058,600	\$2,058,600	\$0	\$0	COMPLETED
IRVING HOLDINGS, INC. DBA YELLOW CAB	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 100 LIGHT DUTY HYBRID VEHICLES	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
KAUFMAN AREA RURAL TRANS. (KART)	ROCKWALL	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$302,000	\$302,000	\$0	\$0	COMPLETED

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KAUFMAN AREA RURAL TRANS. (KART)	KAUFMAN	TXDOT TRANSIT	SIGNAGE AND TECHNOLOGY ACQUISITION	----	----	\$310,000	\$310,000	\$0	\$0	COMPLETED
KELLER	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$155,000	\$155,000	\$0	\$0	COMPLETED
LANCASTER	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$143,300	\$143,300	\$0	\$0	COMPLETED
LEWISVILLE	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$913,000	\$913,000	\$0	\$0	COMPLETED
MANSFIELD	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$179,700	\$179,700	\$0	\$0	COMPLETED
MCKINNEY	COLLIN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,071,500	\$1,071,500	\$0	\$0	COMPLETED
MESQUITE	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,200,900	\$1,200,900	\$0	\$0	COMPLETED
MESQUITE TRANS. FOR THE ELDERLY AND DISABLED (MTED)	DALLAS	DFW MPO TRANSIT	VEHICLE ACQUISITION AND PREVENTIVE MAINTENANCE	----	----	\$322,500	\$322,500	\$0	\$0	COMPLETED
MIDLOTHIAN POLICE DEPARTMENT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	PURCHASE ONE LIGHT- DUTY HYBRID VEHICLE	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
NCTCOG	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PROJECT ADMINISTRATION, SUPPLIES FOR PUBLIC AWARENESS CAMPAIGN AND MARKETING PLAN	\$265,182	\$265,182	\$0	\$63,475	COMPLETED

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NCTCOG	TARRANT	DFW CLEAN VEHICLE (EPADERA)	NCTCOG ON-ROAD HEAVY-DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	ADMINISTRATIVE	\$48,927	\$48,927	\$0	\$0	COMPLETED
NCTCOG	TARRANT	DFW CLEAN VEHICLE (EPADERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	ADMINISTRATIVE	\$43,332	\$43,332	\$0	\$0	COMPLETED
NCTCOG (FORT WORTH DISTRICT)	TARRANT	DFW MPO TRANSIT	PROJECT ADMINISTRATION AND VEHICLE ACQUISITION	----	----	\$1,105,760	\$1,105,760	\$0	\$0	COMPLETED
NCTCOG (CLETRAN - CITY/COUNTY TRANS/CLEBURNE)	JOHNSON	DFW MPO TRANSIT	TECHNOLOGY ACQUISITION	----	----	\$380,000	\$380,000	\$0	\$0	COMPLETED
NCTCOG (KAUFMAN AREA RURAL TRANS. (STAR/KART))	ROCKWALL	DFW MPO TRANSIT	VEHICLES, TECHNOLOGY, AND FACILITY IMPROVEMENTS	----	----	\$1,113,524	\$1,113,524	\$0	\$0	COMPLETED
NCTCOG (PUBLIC TRANSIT SERVICES (PTS))	PARKER	DFW MPO TRANSIT	VEHICLE, TECHNOLOGY, AND SECURITY ACQUISITION	----	----	\$1,264,000	\$1,264,000	\$0	\$0	COMPLETED
NCTCOG (SPECIAL PROGRAMS FOR AGING NEEDS, INC. (SPAN))	DENTON	DFW MPO TRANSIT	VEHICLE, TECHNOLOGY, AND SECURITY ACQUISITION	----	----	\$640,000	\$640,000	\$0	\$0	COMPLETED
NCTCOG (DALLAS DISTRICT)	DALLAS	DFW MPO TRANSIT	PROJECT ADMINISTRATION AND VEHICLE ACQUISITION	----	----	\$1,101,100	\$1,101,100	\$0	\$0	COMPLETED
NCTCOG/ SOUTHLAKE	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 1 LIGHT DUTY HYBRID VEHICLE; CONSTRUCT 2 BIODIESEL (B-20) AND 1 ETHANOL REFUELING FACILITIES	\$64,500	\$53,131	\$11,369	\$73,070	COMPLETED; COST SAVINGS TO BE RETURNED TO FUNDING AGENCY
NCTCOG/ CANTEEN VENDING	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	1 PRIVATE ACCESS ELECTRIC RECHARGING FACILITY	\$21,941	\$21,941	\$0	\$12,035	COMPLETED
NCTCOG/ CANTEEN VENDING	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 2 HEAVY DUTY ELECTRIC VEHICLES	\$130,233	\$130,233	\$0	\$230,047	COMPLETED

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NCTCOG/COCA-COLA ENTERPRISES, INC.	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS		PURCHASE 24 HEAVY DUTY HYBRID VEHICLES AND 3 HEAVY DUTY COMPRESSED NATURAL GAS VEHICLES	\$657,058	\$657,058	\$0	\$2,381,453	COMPLETED
NCTCOG/ DALLAS	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 21 HEAVY DUTY AND 7 LIGHT DUTY CNG VEHICLES, 27 LIGHT DUTY HYBRID VEHICLES, AND 24 NEIGHBORHOOD ELECTRIC VEHICLES; CONSTRUCT 1 CNG REFUELING FACILITY AND 2 ELECTRIC RECHARGING FACILITIES; DEVELOP CNG AND HYBRID VEHICLE TECHNICIAN TRAINING CURRICULUM	\$2,809,849	\$2,809,849	\$0	\$3,991,129	COMPLETED
NCTCOG/ DALLAS	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	----	PURCHASE 7 HYBRID ELECTRIC VEHICLES	\$28,000	\$28,000	\$0	\$167,993	COMPLETED
NCTCOG/ DALLAS COUNTY SCHOOLS	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 53 BUSES TO PROPANE AND UPGRADE 5 PROPANE INFRASTRUCTURE SITES	\$1,062,548	\$1,062,548	\$0	\$2,548,232	COMPLETED
NCTCOG/ DALLAS-FORT WORTH INTERNATIONAL AIRPORT	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 28 HEAVY DUTY AND 21 LIGHT DUTY CNG VEHICLES	\$590,845	\$590,845	\$0	\$1,901,452	COMPLETED
NCTCOG/ DALLAS-FORT WORTH INT'L AIRPORT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 37 SHUTTLE VANS TO CNG AND PURCHASE 2 CNG SWEEPERS	\$387,250	\$387,250	\$0	\$1,239,013	COMPLETED
NCTCOG/DALLAS-FORT WORTH INT'L AIRPORT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	PURCHASE 13 HEAVY-DUTY COMPRESSED NATURAL GAS VEHICLES	\$52,000	\$52,000	\$0	\$2,293,590	COMPLETED

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NCTCOG/DENTON	DENTON	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 3 HEAVY DUTY HYBRID VEHICLES AND 1 LIGHT DUTY PLUG-IN HYBRID ELECTRIC VEHICLE; CONSTRUCT 1 BIODIESEL (B-20) AND ETHANOL REFUELING FACILITY AND 1 ELECTRIC VEHICLE RECHARGING FACILITY	\$925,514	\$732,652	\$192,862	\$1,281,922	COMPLETED; PORTION OF COST SAVINGS USED TO OFFSET NCTCOG ADMINISTRATIVE COSTS; BALANCE RETURNED TO FUNDING AGENCY
NCTCOG/DESIGN TRANSP., INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 30 AUXILIARY POWER UNITS AND AERODYNAMICS FOR 107 TRAILERS	\$419,704	\$419,704	\$0	\$1,500	COMPLETED
NCTCOG/EULESS	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	EXPAND ONE REFUELING FACILITY TO PROVIDE BIODIESEL	\$56,228	\$56,228	\$0	\$22,869	COMPLETED
NCTCOG/EVANS TRANSP.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 1 AUXILIARY POWER UNIT AND LOW ROLLING RESISTANCE TIRES FOR 1 TRACTOR AND 1 TRAILER	\$18,900	\$18,900	\$0	\$173	COMPLETED
NCTCOG/FORT WORTH	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE ONE HEAVY-DUTY HYBRID VEHICLE	\$51,500	\$51,500	\$0	\$135,917	COMPLETED
NCTCOG/FORT WORTH	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 2 VEHICLES TO PROPANE AND UPGRADE 3 PROPANE INFRASTRUCTURE SITES	\$165,685	\$165,685	\$0	\$148,065	COMPLETED
NCTCOG/FORT WORTH INDEPENDENT SCHOOL DISTRICT	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 25 HEAVY DUTY HYBRID VEHICLES	\$1,635,256	\$1,635,256	\$0	\$2,026,018	COMPLETED
NCTCOG/FRITOLAY NORTH AMERICA, INC.	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 5 HEAVY DUTY ELECTRIC VEHICLES AND 4 HEAVY DUTY CNG VEHICLES	\$619,768	\$619,768	\$0	\$850,631	COMPLETED
NCTCOG/FRITOLAY NORTH AMERICA, INC.	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	CONSTRUCT 1 ELECTRIC RECHARGING FACILITY	\$44,500	\$44,500	\$0	\$109,375	COMPLETED

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NCTCOG/FRITOLAY NORTH AMERICA, INC.	REGIONAL	DFW CLEAN VEHICLE (EPADERA)	NCTCOG ON-ROAD HEAVY-DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 CLASS 5 DELIVERY TRUCKS	\$31,000	\$31,000	\$0	\$110,070	COMPLETED
NCTCOG/FRITOLAY NORTH AMERICA, INC.	REGIONAL	DFW CLEAN VEHICLE (EPADERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF LOW ROLLING RESISTANCE TIRES FOR 28 TRUCKS AND 18 TRAILERS	\$69,000	\$69,000	\$0	\$85,500	COMPLETED
NCTCOG/GARLAND	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 13 LIGHT DUTY HYBRID VEHICLES AND ONE HEAVY DUTY HYBRID VEHICLE	\$84,463	\$84,463	\$0	\$490,116	COMPLETED
NCTCOG/GARLAND	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	LEASE TWO LIGHT-DUTY PLUG PLUG-IN HYBRID ELECTRIC VEHICLES AND EXPANSION OF 1 ALTERNATIVE FUEL INFRASTRUCTURE SITE TO PROVIDE ELECTRICAL RECHARGING	\$23,400	\$23,400	\$0	\$47,168	COMPLETED
NCTCOG/GARLAND	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	LEASE TWO LIGHT-DUTY PLUG-IN HYBRID ELECTRIC VEHICLES	\$4,000	\$4,000	\$0	\$28,140	COMPLETED
NCTCOG/GARLAND	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	LEASE TWO LIGHT-DUTY PLUG PLUG-IN HYBRID ELECTRIC VEHICLES AND EXPANSION OF 1 ALTERNATIVE FUEL INFRASTRUCTURE SITE TO PROVIDE ELECTRICAL RECHARGING	\$23,400	\$23,400	\$0	\$47,168	COMPLETED
NCTCOG/GARLAND	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	LEASE TWO LIGHT-DUTY PLUG-IN HYBRID ELECTRIC VEHICLES	\$4,000	\$4,000	\$0	\$28,140	COMPLETED
NCTCOG/GLEN ROSE ISD	SOMERVELL	DFW CLEAN VEHICLE (EPADERA)	NCTCOG ON-ROAD HEAVY-DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 SCHOOL BUSES	\$44,624	\$44,624	\$0	\$137,622	COMPLETED
NCTCOG/HIGHWAY OF HOPE	JOHNSON	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 1 NEIGHBORHOOD ELECTRIC VEHICLE	\$2,000	\$2,000	\$0	\$13,615	COMPLETED

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NCTCOG/HT BAR, INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE/INSTALLATION OF 38 AUXILIARY POWER UNITS, LOW ROLLING RESISTANCE TIRES FOR 14 TRUCKS, AND AERODYNAMICS FOR 36 TRAILERS	\$449,895	\$449,895	\$0	\$30,975	COMPLETED
NCTCOG/HTBAR, INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY-DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 CLASS 8B LONG HAUL TRUCKS	\$60,567	\$60,567	\$0	\$181,702	COMPLETED
NCTCOG/LETGO GROUP, INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY-DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 CLASS 8A DELIVERY TRUCKS	\$43,452	\$43,452	\$0	\$130,356	COMPLETED
NCTCOG/LIPAN ISD	HOOD	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY-DUTY DIESEL REPLACEMENT AND REPOWER PROJECT		REPLACE 2 SCHOOL BUSES	\$41,508	\$41,508	\$0	\$124,524	COMPLETED
NCTCOG/MANSFIELD INDEPENDENT SCHOOL DISTRICT	ELLIS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 13 HEAVY DUTY CNG VEHICLES AND 4 HEAVY DUTY CNG RETROFITS; CONSTRUCT 1 CNG REFUELING FACILITY	\$380,839	\$380,839	\$0	\$602,987	COMPLETED
NCTCOG/MANSFIELD INDEPENDENT SCHOOL DISTRICT	JOHNSON	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 6 HEAVY DUTY CNG VEHICLES AND 4 HEAVY DUTY CNG RETROFITS; CONSTRUCT 1 CNG REFUELING FACILITY	\$380,839	\$380,839	\$0	\$602,987	COMPLETED
NCTCOG/MCKINNEY	COLLIN	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERSION OF 3 LIGHT-DUTY HYBRID-ELECTRIC VEHICLES TO PLUG-IN HYBRID ELECTRIC VEHICLES	\$35,700	\$35,700	\$0	\$10,274	COMPLETED
NCTCOG/NEW BERN TRANSPORT CORPORATION	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 41 HEAVY DUTY HYBRID VEHICLES	\$1,723,812	\$1,723,812	\$0	\$2,693,981	COMPLETED
NCTCOG/NORTH RICHLAND HILLS	TARRANT	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY-DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 1 FIRE ENGINE AND 2 AMBULANCES	\$218,622	\$218,622	\$0	\$705,712	COMPLETED

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NCTCOG/PAM TRANSPORT, INC. (FORMERLY T.T.X., INC.)	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	CONSTRUCT 1 CNG REFUELING FACILITY	\$735,600	\$735,600	\$0	\$685,062	COMPLETED
NCTCOG/PAM TRANSPORT, INC. (FORMERLY T.T.X., INC.)	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 28 HEAVY DUTY CNG VEHICLES	\$1,694,391	\$1,653,674	\$40,717	\$2,423,004	COMPLETED; COST SAVINGS TO BE RETURNED TO FUNDING AGENCY
NCTCOG/ PRODUCTION AND RIGGING RESOURCES INC. (DBA PRORIG)	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 1 AUXILIARY POWER UNIT	\$9,500	\$9,500	\$0	\$1,019	COMPLETED
NCTCOG/ RICHARDSON	COLLIN	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 4 LIGHT DUTY HYBRID VEHICLES	\$8,000	\$8,000	\$0	\$103,944	COMPLETED
NCTCOG/ SOUTHEASTERN FREIGHT LINES	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 47 CLASS 8B LONG HAUL TRUCKS, 32 CLASS 8B SHORT HAUL TRUCKS, 1 CLASS 8A SHORT HAUL TRUCK, AND 1 CLASS 7 SHORT HAUL TRUCK	\$1,534,419	\$1,534,419	\$0	\$5,315,259	COMPLETED
NCTCOG/ SOUTHEASTERN FREIGHT LINES	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 3 AUXILIARY POWER UNITS, LOW ROLLING RESISTANCE TIRES FOR 34 TRUCKS AND 50 TRAILERS, AERODYNAMICS FOR 42 TRAILERS, CETANE ENHANCERS FOR 100 TRUCKS	\$457,567	\$457,567	\$0	\$14,525	COMPLETED
NCTCOG/ SPLASH TRANSPORT, INC.	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 2 HEAVY DUTY HYBRID VEHICLES	\$111,850	\$111,850	\$0	\$157,194	COMPLETED
NCTCOG/ SYSCO CORPORATION	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 3 HEAVY DUTY HYBRID VEHICLES	\$145,353	\$145,353	\$0	\$277,667	COMPLETED

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NCTCOG/ TARRANT COUNTY	TARRANT	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 1 CLASS 6 UTILITY VEHICLE	\$46,465	\$46,465	\$0	\$139,394	COMPLETED
NCTCOG/ TARRANT COUNTY	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	PURCHASE 8 LIGHT-DUTY HYBRID-ELECTRIC VEHICLES	\$32,000	\$32,000	\$0	\$174,927	COMPLETED
NCTCOG/ UNIVERSITY OF TEXAS SOUTHWESTERN MEDICAL CENTER	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 3 HEAVY-DUTY VEHICLES TO COMPRESSED NATURAL GAS	\$75,000	\$75,000	\$0	\$150,052	COMPLETED
NCTCOG/ WYLLIE ISD	COLLIN	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 4 SCHOOL BUSES	\$116,508	\$116,508	\$0	\$433,465	COMPLETED
NORTH RICHLAND HILLS	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			DEVELOP AND IMPLEMENT SYNCHRONIZED TRAFFIC SIGNAL TIMING PLANS FOR 20 INTERSECTIONS; INCLUDES UPGRADING EXISTING EQUIPMENT	\$362,500	\$362,500	\$0	\$0	COMPLETED
NORTH RICHLAND HILLS	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$584,900	\$584,900	\$0	\$0	COMPLETED
NTTA	DALLAS/ TARRANT	TIGER DISCRETIONARY GRANT PROGRAM	SH 161	FROM IH 20 TO NORTH OF IH 30	CONSTRUCT 4 LANE MAINLANES (TOLL)	\$20,000,000	\$20,000,000	\$0	\$0	COMPLETED
PLANO	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 2 LIGHT-DUTY VEHICLES TO PLUG-IN HYBRID ELECTRIC VEHICLES AND INSTALL ONE RECHARGING INFRASTRUCTURE	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
PLANO	COLLIN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$2,545,400	\$2,545,400	\$0	\$0	COMPLETED

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PNK, INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 7 AUXILIARY POWER UNITS, LOW ROLLING RESISTANCE TIRES AND TRAILER AERODYNAMICS FOR 15 TRUCKS	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
PRINCETON ISD/ TEXAS RAILROAD COMMISSION		STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT			\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
PROSPER ISD/ TEXAS RAILROAD COMMISSION	DENTON	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 10 PROPANE SCHOOL BUSES	\$345,000	\$345,000	\$0	\$768,538	COMPLETED
PROSPER ISD/ TEXAS RAILROAD COMMISSION	DENTON	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT	N/A	PURCHASE 15 PROPANE SCHOOL BUSES, UPGRADE 1 PROPANE REFUELING FACILITY	\$345,000	\$345,000	\$0	\$3,451,323	COMPLETED
PUBLIC TRANSIT SERVICES (PTS)	PARKER	TXDOT TRANSIT	VEHICLE ACQUISITION AND FACILITY	----	----	\$804,431	\$804,431	\$0	\$0	COMPLETED
PUBLIC TRANSIT SERVICES (PTS)	PARKER	TXDOT TRANSIT	TECHNOLOGY AND SHOP EQUIPMENT	----	----	\$40,500	\$40,500	\$0	\$0	COMPLETED
RICHARDSON	COLLIN/ DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,036,200	\$1,036,200	\$0	\$0	COMPLETED
RICHARDSON ISD/TEXAS RAILROAD COMMISSION		STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT	N/A		\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
ROWLETT	DALLAS/ ROCKWALL	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$481,900	\$481,900	\$0	\$0	COMPLETED
SENIOR CENTER RESOURCES AND PUBLIC TRANSIT, INC./ THE CONNECTION	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT TRANSIT	TECHNOLOGY ACQUISITION	----	----	\$255,343	\$255,343	\$0	\$0	COMPLETED

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SENIOR CENTER RESOURCES AND PUBLIC TRANSIT, INC./ THE CONNECTION	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$26,525	\$26,525	\$0	\$0	COMPLETED
SPECIAL PROGRAMS FOR AGING NEEDS, INC. (SPAN)	DENTON	TXDOT TRANSIT	VEHICLE ACQUISITION AND OTHER CAPITAL ITEMS	----	----	\$390,000	\$390,000	\$0	\$0	COMPLETED
SPECIAL PROGRAMS FOR AGING NEEDS, INC. (SPAN)	DENTON	TXDOT TRANSIT	SHOP EQUIPMENT	----	----	\$138,500	\$138,500	\$0	\$0	COMPLETED
TARRANT COUNTY	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 7 LIGHT DUTY HYBRID VEHICLES	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
TARRANT COUNTY	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----		\$2,399,300	\$2,399,300	\$0	\$0	COMPLETED
TEXOMA AREA PARA-TRANSIT SYSTEM, INC. (TAPS)	WISE	TXDOT TRANSIT	FACILITY AND OTHER CAPITAL ITEMS	----	----	\$512,000	\$512,000	\$0	\$0	COMPLETED
TEXOMA AREA PARA-TRANSIT SYSTEM, INC. (TAPS)	WISE	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$787,117	\$787,117	\$0	\$0	COMPLETED
THE COLONY	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----		\$156,200	\$156,200	\$0	\$0	COMPLETED
THE TRANSIT SYSTEM, INC (TTS)	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$266,000	\$266,000	\$0	\$0	COMPLETED
THE TRANSIT SYSTEM, INC (TTS)	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT TRANSIT	FACILITY RENOVATION AND TECHNOLOGY ACQUISITION	----	----	\$53,910	\$53,910	\$0	\$0	COMPLETED

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TRINITY RAILWAY EXPRESS (TRE)	DALLAS/ TARRANT	HIGH SPEED RAIL PROGRAM	TRINITY RAILWAY EXPRESS (TRE) VALLEY VIEW DOUBLE TRACK PROJECT		CONSTRUCTION OF A SECOND TRACK, NEW 200 FOOT BRIDGE AND GRADE SEPARATION	\$7,189,643	\$7,189,643	\$0	\$0	COMPLETED
TXDOT	DALLAS	ENHANCEMENT	TENISON TRAIL - EAST DALLAS VELOWAY	WINSTED DR WITHIN OLD SP&SF RR ROW, TO S.E. OVER GARLAND RD TO GLASGOW ST	CONSTRUCT BICYCLE/ PEDESTRIAN PATH	\$1,982,128	\$1,982,128	\$0	\$0	COMPLETED
TXDOT FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 171	PARKER CO LINE TO 0.14 MILES WEST OF US 377	RESURFACE ROADWAY	\$1,020,700	\$1,020,700	\$0	\$0	COMPLETED
TXDOT FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 377	BRAZOS RIVER BRIDGE TO HOLMES DRIVE	RESURFACE ROADWAY	\$1,354,060	\$1,354,060	\$0	\$0	COMPLETED
TXDOT FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	FM 167	US 377 TO FM 4 IN ACTON	RESURFACE ROADWAY	\$431,983	\$431,983	\$0	\$0	COMPLETED
TXDOT/AMTRAK - BNSF	TARRANT	HIGH SPEED RAIL PROGRAM	CROSSING SIGNAL TIMING, BNSF RAILWAY FORT WORTH SUBDIVISION HEARTLAND FLYER		FINAL DESIGN AND CONSTRUCTION OF SIGNAL TIMING IMPROVEMENTS AT GRADE CROSSINGS BETWEEN FORT WORTH AND GAINESVILLE	\$3,754,180	\$3,754,180	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	SP 348	AT LAS COLINAS BLVD IN IRVING	PROVIDE CONSTRUCTION OF GRADE SEPARATION	\$0	\$0	\$0	\$10,000,000	COMPLETED IN NOVEMBER 2012.
TXDOT-DALLAS	COLLIN	DFW MPO MOBILITY	US 380	0.929 MI W OF CR 557 (LAKE LAVON) TO WEST OF CR 608 (IN FARMERSVILLE)	WIDEN EXISTING RURAL 2 LANE HIGHWAY TO 4 LANE DIVIDED	\$0	\$0	\$0	\$27,500,000	COMPLETED IN NOVEMBER 2012.
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	US 67	COCKRELL HILL RD TO WHEATLAND RD	PROVIDE AUXILIARY LANE NB AND SB	\$0	\$0	\$0	\$2,500,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	US 67	WHEATLAND RD TO 2600 FT NORTH OF WHEATLAND RD	PROVIDING AUXILIARY LANES IN BOTH DIRECTIONS	\$0	\$0	\$0	\$2,500,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	IH 20	AT BELTLINE ROAD	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$3,500,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	IH 20	AT SPUR 408 AND CLARK ROAD RAMP	CONSTRUCT EB TO SB RAMP AT CLARK RD	\$0	\$0	\$0	\$2,000,000	COMPLETED

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TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	SYLVAN AVE BRIDGE/ RAMPS	AT TRINITY PARKWAY	WIDEN AND RECONSTRUCT FREEWAY WITH HOV & COLLECTOR- DISTRIBUTOR ROADS	\$0	\$0	\$0	\$26,060,000	COMPLETED
TXDOT-DALLAS	ELLIS	DFW MPO MOBILITY	US 287	BUS US 287 IN ENNIS TO SOUTH OF SH 34	WIDEN 2-LANE UNDIVIDED HIGHWAY TO 4-LANE DIVIDED HIGHWAY	\$0	\$0	\$0	\$27,800,000	COMPLETED
TXDOT-DALLAS	KAUFMAN	DFW MPO MOBILITY	US 80	AT FM 548	RECONSTRUCT FREEWAY LANES, GRADE- SEPARATED INTERCHANGE, AND FRONTAGE ROADS	\$0	\$0	\$0	\$10,000,000	COMPLETED
TXDOT-DALLAS	ROCKWALL	DFW MPO MOBILITY	IH 30	INTERCHANGE AT JOHN KING BLVD.	CONSTRUCT INTERCHANGE AT BYPASS STREET INCLUDING FRONTAGE	\$0	\$0	\$0	\$18,082,344	COMPLETED
TXDOT-DALLAS	ROCKWALL	DFW MPO MOBILITY	FM 740	FM 3097 TO FM 1140	WIDEN 2 LN RURAL TO 4 LN DIV URBAN	\$0	\$0	\$0	\$13,860,000	COMPLETED IN SEPTEMBER 2013.
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	SH 183	EAST OF STORY ROAD TO WEST OF O'CONNOR ROAD	CONSTRUCT EASTBOUND FRONTAGE ROAD AND SOUND WALLS	\$0	\$0	\$0	\$11,000,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	IH 635	EAST OF CENTERVILLE RD. TO NORTHWEST HIGHWAY	CONSTRUCT NB FRONTAGE ROAD IN CITY OF GARLAND	\$0	\$0	\$0	\$10,000,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	SH 78	NORTH OF PGBT TO DALLAS/COLLIN COUNTY LINE	WIDEN FROM 4 LANE TO 6 LANE DIVIDED	\$0	\$0	\$0	\$7,000,000	COMPLETED
TXDOT-DALLAS	COLLIN	ENHANCEMENT	RICHARDSON TRAIL	ALMA ROAD TO 0.24 MILES SOUTH OF RENNER ROAD	CONSTRUCT 10 FOOT WIDE CONCRETE TRAIL	\$975,650	\$975,650	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	SANTA FE TRESTLE BRIDGE TRAIL	EXISTING TRAILHEAD AT MOORE PARK TO N. TRINITY RIVER LEVEE, DOWNTOWN	SANTA FE TRESTLE HIKE AND BIKE TRAIL	\$3,547,603	\$3,547,603	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	LANCASTER HISTORIC DISTRICT	CITY OF LANCASTER HISTORIC DISTRICT	SCENIC BEAUTIFICATION PROJECT TO PROVIDE STREET FURNITURE ELEMENTS/ LIGHTS, BENCHES, TABLES, TRASH CANS, BIKE RACKS	\$470,932	\$470,932	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	LBJ/ SKILLMAN PEDESTRIAN BRIDGE	DART LINE FROM AUDELIA RD NORTHEAST TO 626 FT BRIDGE TO SKILLMAN DART STATION	CONSTRUCT PEDESTRIAN BRIDGE COVER, IH 635 (LBJ) TO DART STATION	\$1,324,690	\$1,324,690	\$0	\$0	COMPLETED

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TXDOT-DALLAS	DALLAS	ENHANCEMENT	SPRING VALLEY/ COIT AMENITIES	NW SIDE OF COIT RD FROM SPRING TO VALLEY NORTH TO HAY MEADOW DRIVE	PEDESTRIAN/ BICYCLE TRAILS	\$582,240	\$582,240	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	WOODALL RODGERS DECK/ PLAZA/ SP 366	WEST OF SAINT PAUL TO EAST OF PEARL ST	CONSTRUCTION OF DECK & PLAZA OVER FREEWAY	\$16,700,000	\$16,700,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NONATTAINMENT AREA	ENHANCEMENT	IH 45	TOURIST AND VISITOR CENTER	SAFETY REST AREA	\$15,501,391	\$15,501,391	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	SH 114	SPUR 348 TO O'CONNOR BLVD IN IRVING	RESURFACE ROADWAY	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	SH 114	FREEPORT PKWY TO SPUR 348	RESURFACE ROADWAY	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
TXDOT-DALLAS	COLLIN	TXDOT MAINTENANCE & REHABILITATION	FM 982	US 380 TO 0.1 MI SOUTH OF CR 400	REBUILD ROADWAY	\$6,104,390	\$6,104,390	\$0	\$0	COMPLETED
TXDOT-DALLAS	COLLIN	TXDOT MAINTENANCE & REHABILITATION	SH 289	ON SH 289/PRESTON RD AT LEGACY DR.	CONSTRUCT INTERSECTION IMPROVEMENTS	\$2,500,000	\$2,500,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	SH 78	IH 635 TO AVENUE B	REPLACE BRIDGE	\$3,264,757	\$3,264,757	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	FM 1382	WEST OF STRAUS TO AT STRAUS	CONSTRUCT INTERSECTION IMPROVEMENTS	\$663,542	\$663,542	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	FM 1382	AT STRAUS RD TO IN THE CITY OF CEDAR HILL	INSTALL TRAFFIC SIGNAL	\$1,194,979	\$1,194,979	\$0	\$0	COMPLETED
TXDOT-DALLAS	DENTON	TXDOT MAINTENANCE & REHABILITATION	FREEMAN RD	AT N HICKORY CREEK TRIBUTARY	REPLACE BRIDGE	\$203,297	\$203,297	\$0	\$0	COMPLETED
TXDOT-DALLAS	DENTON	TXDOT MAINTENANCE & REHABILITATION	GREGORY ROAD	AT DUCK CREEK	REPLACE BRIDGE	\$605,601	\$605,601	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	BI-45G	SOUTH OF SH 34 TO I-45 NORTH IN ENNIS	REPAIR ROADWAY	\$3,268,824	\$3,268,824	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	PLUTO RD	MILL CREEK	REPAIR BRIDGE	\$181,000	\$181,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	NORTH WARD ST	AT HOUSTON CREEK IN ITALY	REPLACE BRIDGE	\$255,000	\$255,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	MORGAN RD	AT HOG CREEK TRIB	REPLACE BRIDGE	\$262,000	\$262,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	SCHIELD RD	AT ELM BRANCH	REPLACE BRIDGE	\$262,000	\$262,000	\$0	\$0	COMPLETED

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TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	PECAN TREE ROAD	AT BIG ONION CREEK	REPLACE BRIDGE	\$265,000	\$265,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	FM 660	AT TRIBUTARY OF BEAR CREEK	REPLACE BRIDGE	\$320,650	\$320,650	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	FRANKS ROAD	AT RICHLAND CREEK	REPLACE BRIDGE	\$525,000	\$525,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	BI 45-J	DALLAS COUNTY LINE TO IH 45 SOUTH OF FERRIS	REPAIR ROADWAY	\$2,100,000	\$2,100,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 1836	AT LITTLE COTTONWOOD CREEK	REPLACE BRIDGE	\$1,013,330	\$1,013,330	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 1836	AT BIG COTTONWOOD CREEK	REPLACE BRIDGE	\$1,141,499	\$1,141,499	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 598	FM 1392, 1.0 MI SW OF SH 205, SE TO SH 205 IN TERRELL	REBUILD ROADWAY	\$3,998,397	\$3,998,397	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	FM 709	AT TREADWELL BRANCH	REPAIR ROADWAY	\$332,637	\$332,637	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 31	WB AT CEDAR CREEK	REPLACE BRIDGE	\$556,889	\$556,889	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	FM 639	FM 744 TO SH 22	RESURFACE ROADWAY	\$4,305,089	\$4,305,089	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	FM 1126	SH 22 TO FM 3383	RESURFACE ROADWAY	\$5,900,000	\$5,900,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 740	BUFFALO CREEK RELIEF	REPLACE BRIDGE	\$1,335,218	\$1,335,218	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 740	AT BUFFALO CREEK	REPLACE BRIDGE	\$1,726,839	\$1,726,839	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	DFW MPO MOBILITY	US 67	0.6 MI EAST OF FM 4 TO FM 174	CONSTRUCT NEW LANES PHASE 1	\$10,522,688	\$10,522,688	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	DFW MPO MOBILITY	US 67	SH 174 TO 0.9 MI EAST OF SH 174	CONSTRUCT INTERCHANGE PHASE 1	\$2,271,868	\$2,271,868	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	DFW MPO MOBILITY	US 67	BU 67M TO 0.6 MILES EAST OF FM 4	WIDEN ROADWAY FROM 2 LANE TO 4 LANE FACILITY	\$14,465,864	\$14,465,864	\$0	\$0	COMPLETED

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TXDOT-FORT WORTH	TARRANT	DFW MPO MOBILITY	SH 121	SOUTH OF ARBORLAWN DRIVE TO SOUTH OF OVERTON RIDGE	CONSTRUCT INTERCHANGE PHASE 1	\$116,646,469	\$116,646,469	\$0	\$10,000,000	COMPLETED
TXDOT-FORT WORTH	JOHNSON	ENHANCEMENT	BURLESON PEDESTRIAN & BICYCLE TRAIL	OLD TOWN BURLESON TO SCHOOLS, SUBDIVISIONS & OTHER FACILITIES	CONSTRUCT BICYCLE/ PEDESTRIAN PATH	\$1,076,376	\$1,076,376	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	PARKER	ENHANCEMENT	TOWN CREEK HIKE & BIKE TRAIL	DOWNTOWN WEATHERFORD TO SUBDIVISIONS, HOSPITAL OTHER FACILITY	CONSTRUCT HIKE AND BIKE TRAIL TO CONNECT DOWNTOWN WITH OTHER FACILITIES IN WEATHERFORD "TOWN CREEK HIKE & BIKE TRAIL"	\$3,225,932	\$3,225,932	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	ENHANCEMENT	NORTH RICHLAND HILLS MULTI-USE TRAIL	N RICHLAND HILLS MULTI- USE TRAIL & LANDSCAPING IN N RICHLAND HILLS	NORTH RICHLAND HILLS MULTI-USE TRAIL	\$475,315	\$475,315	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 6	FM 847 TO 5.9 MI. EAST OF FM 847	RESURFACE ROADWAY	\$387,655	\$387,655	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 6	5.9 MI. EAST OF FM 847 TO FM 914	RESURFACE ROADWAY	\$165,158	\$165,158	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 108	BU 377J TO US 281 IN STEPHENVILLE	RESURFACE ROADWAY	\$411,000	\$411,000	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	FM 2415	FM 4 TO END OF ROADWAY	REPAIR ROADWAY	\$1,435,523	\$1,435,523	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 171	CLEBURNE CITY LIMITS TO 1.36 MI. SOUTH OF FM 2135	REBUILD ROADWAY	\$1,092,647	\$1,092,647	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 174	NORTH OF POINDEXTER ST IN CLEBURNE TO NORTH OF VAUGHAN ST	RESURFACE ROADWAY	\$2,242,511	\$2,242,511	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	US 67	PARK ROAD 21 TO 975 FEET WEST OF FM 1434	RESURFACE ROADWAY (TP CHANGED 992 TO 070)	\$398,700	\$398,700	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 171	AT & SF RAILROAD TO 1 MILE SOUTH	RESURFACE ROADWAY	\$411,050	\$411,050	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	US 67	975 FEET W OF FM 1434 TO PR 21	RESURFACE ROADWAY	\$462,028	\$462,028	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	US 377	PARKER CO LINE TO DIVIDED SECTION (CRESSON)	RESURFACE ROADWAY	\$569,600	\$569,600	\$0	\$0	COMPLETED

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TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 174	WILLINGHAM STREET TO POINDEXTER STREET; IN CLEBURNE	REBUILD ROADWAY	\$653,120	\$653,120	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 174	NORTH OF RIO VISTA TO WILLINGHAM STREET	RESURFACE ROADWAY	\$1,840,200	\$1,840,200	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 16	PALO PINTO CREEK TO US 180	RESURFACE ROADWAY	\$1,892,018	\$1,892,018	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	PARKER	TXDOT MAINTENANCE & REHABILITATION	SH 171	US 180 TO FM 1884	RESURFACE ROADWAY	\$927,300	\$927,300	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	PARKER	TXDOT MAINTENANCE & REHABILITATION	US 180	SPUR 312 TO FM 113 NORTH	RESURFACE ROADWAY	\$6,182,460	\$6,182,460	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	PARKER	TXDOT MAINTENANCE & REHABILITATION	FM 3325	FM 1886 TO WHITE SETTLEMENT ROAD	RESURFACE ROADWAY	\$769,121	\$769,121	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 67	ERATH COUNTY LINE TO PALUXY RIVER BRIDGE	RESURFACE ROADWAY	\$770,212	\$770,212	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	SH 26	NEAR FM 1938 TO CHEEKSPARGER/MIDCITIE S BLVD	RESURFACE ROADWAY	\$904,300	\$904,300	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	FM 157	COPELAND ROAD TO DIVISION STREET (SH 180)	RESURFACE ROADWAY	\$1,050,000	\$1,050,000	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	VA	VARIOUS LOCATIONS IN NORTH TARRANT COUNTY	REPAIR BRIDGE	\$1,462,000	\$1,462,000	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	IH 820	MARINE CREEK PARKWAY TO IH 35W	RESURFACE ROADWAY	\$5,696,100	\$5,696,100	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	BU 287P	OAK STREET IN MANSFIELD TO HUNT STREET (OLD FM 917)	RESURFACE ROADWAY	\$357,775	\$357,775	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	FM 157	1000 FT S OF DEBBIE LN TO N OF BU 287P	RESURFACE ROADWAY	\$616,868	\$616,868	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	IH 20	1400 FT BEFORE COLLINS TO 1550 FT AFTER COLLINS	RESURFACE ROADWAY	\$246,152	\$246,152	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	IH 20	800 FT WEST OF MATLOCK RD TO 575 FT. EAST OF OSPREY	RESURFACE ROADWAY	\$491,792	\$491,792	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	NB LANE 475 FT. SOUTH OF US 380 TO 1937 FT. SOUTH OF FM 2264	WIDEN ROADWAY	\$995,739	\$995,739	\$0	\$0	COMPLETED

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TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	NBL 1300' S OF CR 4421 TO 1.619 MI S OF CR 4421	RESURFACE ROADWAY	\$121,550	\$121,550	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	1355' S OF CR 4840 TO TARRANT C/L	RESURFACE ROADWAY	\$231,700	\$231,700	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 114	0.33 MILE SOUTH OF US 380 INTERSECT TO SL 373 (13TH ST) IN BRIDGEPORT	RESURFACE ROADWAY	\$840,300	\$840,300	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	2750 FT N OF PIONEER ROAD TO 2000 FT S OF SH 114 EAST	RESURFACE ROADWAY	\$1,390,500	\$1,390,500	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	475 FT S OF US 380 TO 1890 FT S OF FM 407	RESURFACE ROADWAY	\$2,329,850	\$2,329,850	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	1890' SOUTH OF FM 407 TO CR 4840	RESURFACE ROADWAY	\$2,883,600	\$2,883,600	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MOBILITY	SH 26	POOL RD/BRUMLOW TO SH 114	WIDEN 4-LANE WITH CONTINUOUS TURN LANE TO 6-LANE DIVIDED	\$17,521,201	\$17,521,201	\$0	\$12,051,474	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MOBILITY	FM 1187	NEWT PATTERSON TO BU 287P	WIDEN FROM 2 LANE TO 4 LANE WITH SHOULDERS AND CURB & GUTTER	\$11,100,447	\$11,100,447	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MOBILITY	DFW CONNECTOR	SH 114 TO BS 114L, IN GRAPEVINE TO DALLAS COUNTY LINE & SH 121 FROM IH 635 TO SH 114	RECONSTRUCT FREEWAY; CONFIGURATION 2	\$260,816,297	\$260,816,297	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN COLLIN COUNTY	COLLIN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$354,636	\$354,636	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN DALLAS COUNTY	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$1,153,300	\$1,133,243	\$20,057	\$0	COMPLETED; \$20,057 WILL BE DE-OBLIGATED AND RETURNED TO DOE
VARIOUS CITIES WITHIN DENTON COUNTY	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$243,675	\$243,675	\$0	\$0	COMPLETED

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VARIOUS CITIES WITHIN ELLIS COUNTY	ELLIS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$460,926	\$460,926	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN ERATH COUNTY	ERATH	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$161,207	\$161,207	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN HOOD COUNTY	HOOD	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$181,413	\$158,382	\$23,031	\$0	COMPLETED; \$23,031 WILL BE DE-OBLIGATED AND RETURNED TO DOE
VARIOUS CITIES WITHIN HUNT COUNTY	HUNT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$290,495	\$275,647	\$14,848	\$0	COMPLETED; \$14,848 WILL BE DE-OBLIGATED AND RETURNED TO DOE
VARIOUS CITIES WITHIN JOHNSON COUNTY	JOHNSON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$368,054	\$346,254	\$21,800	\$0	COMPLETED; \$21,800 WILL BE DE-OBLIGATED AND RETURNED TO DOE
VARIOUS CITIES WITHIN KAUFMAN COUNTY	KAUFMAN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$243,514	\$243,514	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN NAVARRO COUNTY	NAVARRO	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$335,436	\$335,436	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN PALO PINTO COUNTY	PALO PINTO	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$1,301,213	\$1,301,213	\$0	\$0	COMPLETE

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VARIOUS CITIES WITHIN ROCKWALL COUNTY	ROCKWALL	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$160,455	\$160,455	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN SOMERVELL COUNTY	SOMERVELL	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$45,689	\$45,689	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN TARRANT COUNTY	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$515,252	\$515,252	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN WISE COUNTY	WISE	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$130,389	\$130,389	\$0	\$0	COMPLETED
TOTAL FOR PROJECTS THAT ARE COMPLETED						\$839,562,303	\$839,129,619	\$432,684	\$244,875,425	
GRAND TOTAL						\$885,711,278	\$884,450,243	\$1,261,035	\$262,375,425	

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

Air Quality Funding Opportunities for Vehicles

Funding programs that address air quality, such as clean vehicle projects, are available from a number of federal, State, local, and non-profit entities. This site provides links to various current and recurring grant opportunities and incentives for clean technology.

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

Current Vehicle Grant Funding Opportunities

[Select Language](#) ? ?

	Eligible Focus Areas										
	Heavy-Duty Vehicles					Light-Duty Vehicles					
	Application Deadline	School Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Other	Idle-Reduction Technology	Passenger Vehicles	Taxis	Idle-Reduction Technology	Eligible Applicant Type
AirCheckTexas Drive a Clean Machine Program	Open							X			PC
Drayage Loan Program	FCFS		X			X					PV
Federal and State Incentives and Laws (Including Tax Credits)	Open	X	X	X	X		X	X	X		PV
Light-Duty Motor Vehicle Purchase or Lease Incentive (LDLPI) Program	FCFS until 07/08/15							X	X		PB, PV, PC
Propane Vehicle Incentives for Texas	FCFS	X	X		X	X		X	X		PB, PV

FCFS = First-Come, First-Served; PB = Public Sector; PV = Private Sector; PC = Private Citizens; TBD= To Be Determined

[NCTCOG Funding Opportunity Archive](#)

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

6/26/2015 MF/MG



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2014 Annual Report



Alternative Fueling Station Locator



WebAward 2014 Energy Standard of Excellence

WORKPLACE CHARGING

Workplace Charging and Electric Vehicles

Adoption and use of electric vehicles (EVs) can be encouraged by offering on-site charging options at places of employment. Workplace charging is an important feature for EV owners since their vehicles can charge, or “fill up,” while being parked at work. Multiple groups benefit from workplace charging including employees, employers, and the surrounding community. Benefits of workplace charging include:

- Employee Benefits:
 - Builds range confidence and reduces range anxiety, or the fear that the EV battery will run out mid-route.
- Employer Benefits:
 - Positively affects recruitment and retention by acting as an employee benefit while helping employees with transportation needs.
 - Contributes to a “green corporate image” and enhances the company brand as socially and environmentally responsible.
 - Cost savings for converting company cars to EVs, since operating costs are lower than conventional vehicles.
- Community Benefits:
 - Improves the quality of life of a community by reducing local air pollution.



The North Central Texas Council of Governments encourages local employers to offer workplace charging, and to make this commitment public through the [National Workplace Charging Challenge](#) available from the U.S. Department of Energy (DOE) Office of Energy Efficiency and Renewable Energy. By joining this free challenge, employers will be able to create a profile for the DOE website, share initial milestones and success stories, and provide an annual program status update - all of which can help increase public sustainability portfolios. Additional resources from DOE include:

- [Plug-in Electric Vehicle Handbook for Workplace Charging Hosts](#)
- [Plug-in Electric Vehicle Outreach Resources for Employees](#)

For more information on EVs, visit the [Electric Vehicles North Texas](#) page.

Meetings & Events

Event Calendar

Texas Workplace Charging Road Show

WHAT: Interested in developing a workplace charging program at your facility but not sure where to start? Attend one of the Texas workshops organized by the U.S. DOE Clean Cities!

WHO: Sustainability & facilities managers, transportation planners, human resources supervisors, and other interested parties

WHEN & WHERE: Houston - Monday, July 27, Time & Location Details TBD

San Antonio - Tuesday, July 28, Time & Location Details TBD

Austin - Wednesday, July 29, Time & Location Details TBD

Dallas/Fort Worth - Thursday, July 30, Time & Location Details TBD

WHY: Learn about charging stations, plug-in electric vehicles (PEV), resources and incentives to employers and employees. Hear from companies who already offer PEV charging and learn best practices for installing and managing workplace charging. Meet station equipment vendors and test drive a PEV!

REGISTER: [Here!](#)

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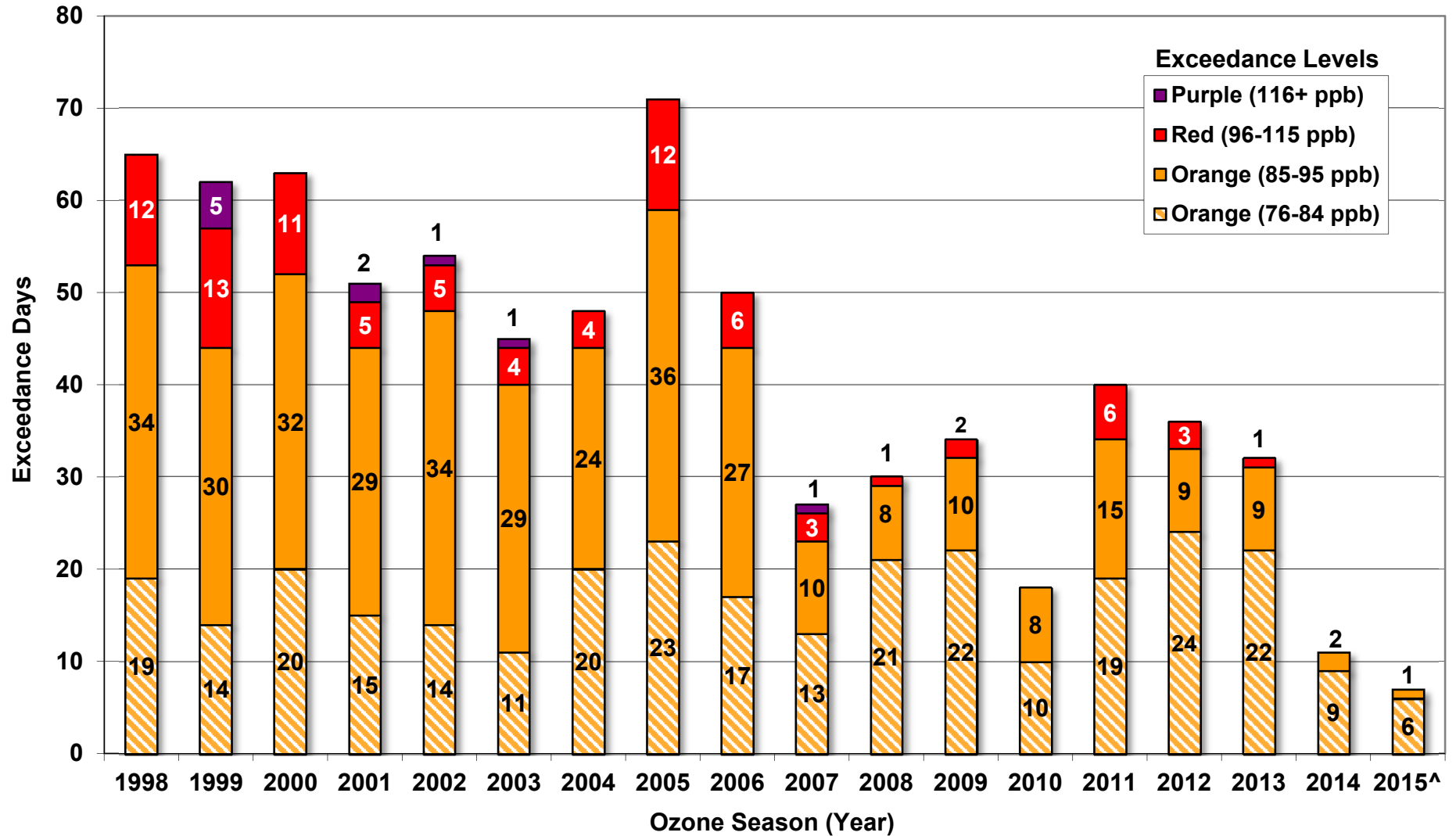
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2015 OZONE SEASON

8-Hour Ozone Exceedance Days



Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the for the revised ozone standard of 75 ppb.

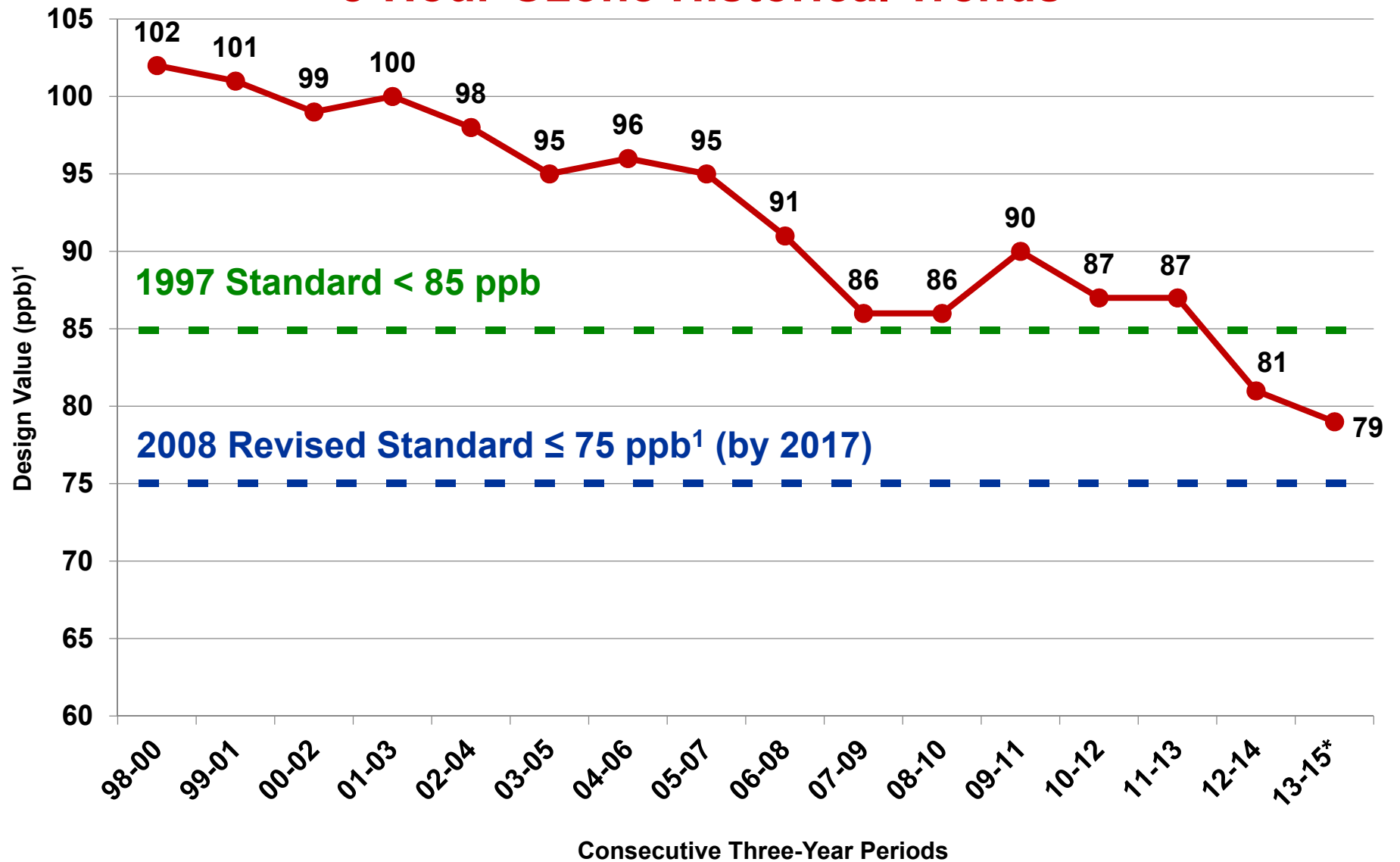
= Additional level orange exceedance days under the revised standard that were not exceedances under the previous 84 ppb standard. (AQI level orange = 76-95 ppb)

[^]Not a full year of data, current as of 6/29/2015

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

2015 OZONE SEASON

8-Hour Ozone Historical Trends



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration) is equal to or less than 75 parts per billion (ppb).

*Not a full year of data. Current as of 6/29/2015.

2015 OZONE SEASON

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Air North Texas: www.airnorthtexas.org
NCTCOG Ozone Updates: www.nctcog/ozone

Clean Air Action Day 2015

How North Texas Participated

STTC Challenge

Partners joined Air North Texas by attending the STTC luncheon, making Clean Air Action Day commitments on provided tablets and using alternative commutes, such as mass transit and carpool.



Social Media



facebook.com/fcain



facebook.com/livegreeninplano

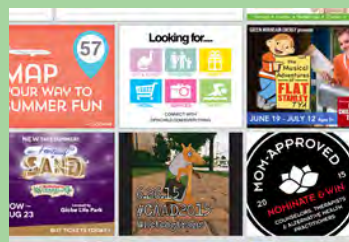


twitter.com/JudgeClayJ

North Texans participated in the #CAAD social media challenge. They posted their commitments on Facebook, Twitter, and Instagram, helping spread awareness.

Advertising

Local publications ran advertisements for Clean Air Action Day. In addition, many partners promoted it on their website. CAAD was also added to local event calendars.



DFW Child Magazine



Fort Worth Star Telegram



Dallas Morning News

MINUTES**Regional Transportation Council
PUBLIC MEETING*****Draft Recommendations for the Fiscal Year 2016 and Fiscal Year 2017 Unified Planning
Work Program (UPWP)******Proposed Modifications to the List of Funded Projects******Development of Mobility 2040*****Meeting Date and Location**

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

1. Monday, June 8, 2015 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 32; moderated by Dan Lamers, Senior Program Manager, NCTCOG Transportation Department

Public Meeting Purpose and Topics

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

1. Draft Recommendations for the Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) – presented by Dan Kessler
2. Proposed Modifications to the List of Funded Projects – presented by Matt Thompson
3. Development of Mobility 2040 – presented by Chad McKeown

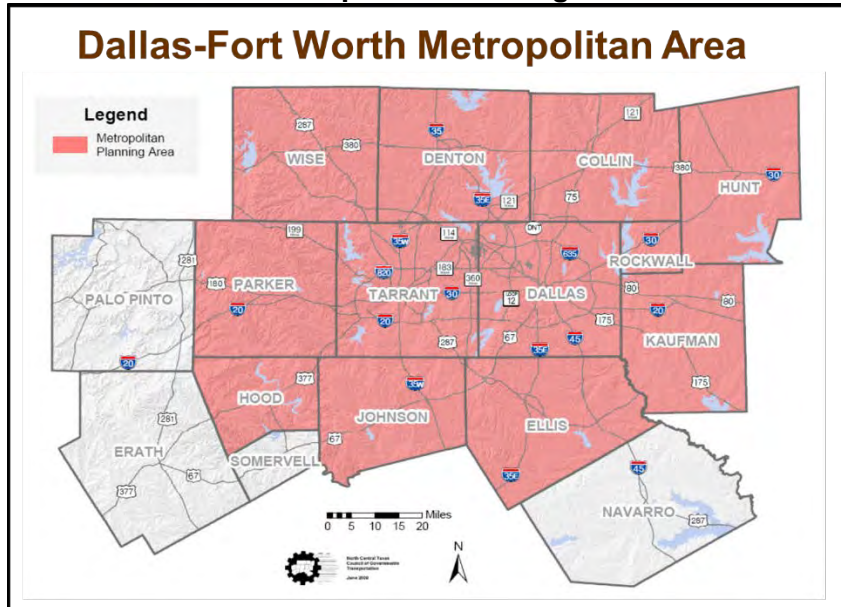
The NCTCOG public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meeting are available at www.nctcog.org/meetings, and a video recording of the public meeting was posted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

Each person who attended the public meeting received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations. In addition, the agenda provided information about Clean Air Action Day and Conformity Approval for Mobility 2035-2014 Amendment.

Summary of Presentations**A. Draft Recommendations for the Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) – presented by Dan Kessler**

- **Required by Moving Ahead for Progress in the 21st Century (MAP-21)**
- **Summarizes Annual MPO Funding**

- Two-year planning document
- Logs all planning activities regardless of funding source
- **Addresses Regional and Local Issues**
- **Inventories Planning and Programming Activities**
- **Allocates Available Funds to Specific Tasks**
- **Dallas-Fort Worth Metropolitan Planning Area**



- Current population is about 7 million
- Fourth largest metropolitan area in the United States (in population)
- Expected to be population of 10.6 million by 2040
- **Unified Planning Work Program Tasks**
 - Task 1 – Administration and Management
 - 1.01 Community Outreach
 - 1.02 Program Administration
 - 1.03 Advanced Fiscal Management and Information Systems
 - 1.04 Computer System Administration and Application Coordination
 - 1.05 Quality Control and Field Operations
 - Task 2 – Transportation Data Development and Maintenance
 - 2.01 Travel Forecasting Support
 - 2.02 Transportation Data Management
 - 2.03 Demographic Data and Forecasts
 - Task 3 – Short-Range Planning and Programming, and Air Quality and Transit Operations
 - 3.01 Transportation Project Programming
 - 3.02 Regional Air Quality Planning
 - 3.03 Air Quality Management and Operations
 - 3.04 Transportation and Air Quality Communications

- 3.05 Public Transportation Planning and Management Studies
 - 3.06 Transit Operations
 - Task 4 – Metropolitan Transportation Plan
 - 4.01 Metropolitan Transportation Planning
 - 4.02 Financial Forecasting and Strategies
 - 4.03 Coordination of Transportation and Environmental Planning Processes
 - 4.04 Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities
 - Task 5 – Special Studies and System Operation
 - 5.01 Regional Transportation Studies
 - 5.02 Subarea Studies and Local Government Assistance
 - 5.03 Land-use/Transportation Initiatives
 - 5.04 Capital and Operational Asset Management System
 - 5.05 Congestion Management Planning and Operations
 - 5.06 Regional Freight Planning
 - 5.07 Transportation System Security and Emergency Preparedness
 - 5.08 Roadway and Railroad Safety
 - 5.09 Regional Aviation Planning and Education
 - 5.10 Regional Military and Community Coordination
 - 5.11 Regional Job Opportunity Pilot Program
- **Unified Planning Work Program FY2016 and FY2017 Major Planning Initiatives**
 - University Partnership Program
 - Survey Data Analysis
 - Travel Model Enhancement
 - Mobility 2040
 - 2017-2020 Transportation Improvement Program
 - 2015 Regional Joint Land-use Study
 - The T System Plan
 - High Speed Rail
 - SH 183
 - SH 199
 - Asset Management (IH 20/IH 30-Parker/Tarrant counties, IH 30-Dallas/Rockwall counties, US 75-Collin/Dallas counties)
 - Managed Lane Technology Assessment

- **Unified Planning Work Program FY2016 and FY2017 Funding Summary**

FY2016 and FY2017 US FTA (Sec. 5303)	\$ 5,383,956
FY2016 and FY2017 US FHWA (Estimated PL)	\$13,060,678
FY2015 US FHWA (Estimated PL-Carryover)	\$ 6,214,898
Total Transportation Planning Funds	\$24,659,532
Anticipated Expenditures	\$20,235,000
PL Balance to Carry Over to FY2018	\$ 4,424,532

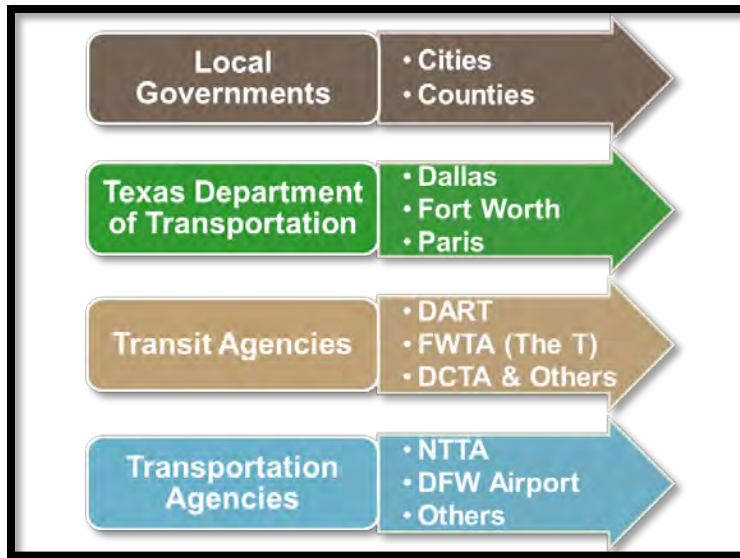
- **Unified Planning Work Program Development Schedule**

DATE	UPWP DEVELOPMENT
February 2-3	Public Notification of UPWP Development Initialization
February 23	Issuance of Request for NCTCOG Assistance
February 27	STTC Notification of UPWP Development
March 12	RTC Reminder of UPWP Development
March 20	Project Submittals for NCTCOG Assistance Due
May 22	Document Summary Presented to STTC for Information
June 5	Draft Document Due to TxDOT for Review Draft Document Provided to STTC for Review
June 8	Public Meeting on Draft Document
June 11	Document Summary Presented to RTC for Information
June 26	STTC Action on Recommended UPWP
July 9	RTC Action on Recommended UPWP
July 23	Executive Board Action on Recommended UPWP
August 3	Final Document Due to TxDOT

B. Proposed Modifications to the List of Funded Projects – presented by Matt Thompson

- **What is the TIP? Transportation Improvement Program**
 - Federal and State mandated inventory of transportation projects
 - Contains projects funded with local, State, and federal funding sources
 - Covers four years of available funding
 - Updated on a quarterly basis, but completely redeveloped every two years
 - Full version of the 2015-2018 TIP can be found at www.nctcog.org/trans/tip/

- **Transportation Programming & Project Implementation – A Collaborative Effort**



- **TIP Modification Types**

- Adding projects to the TIP/Statewide TIP
- Cost increases/cost decreases
- Change funding source or funding shares
- Refinements to transit programs of projects
- Delaying projects that are not ready for implementation

- **TIP Modifications – Administrative Amendments**

- Finalized in previous cycle (May 2015)
- Number of modifications: 1
- Processed as Emergency Action due to late notification of the scope change
- A change in scope was necessary to remove “Litsey Road Bridge and Intersection”
- This change is necessary due to the delay of the extension of Litsey Road

- **TIP Modifications – Proposed Modifications**

- Will request RTC action on July 9, 2015
- Will finalize through the current August 2015 cycle
- Number of modifications: ≈ 49
- Provided in packet for public review and comment

C. Development of Mobility 2040 – presented by Chad McKeown

- **What is the Metropolitan Transportation Plan?**

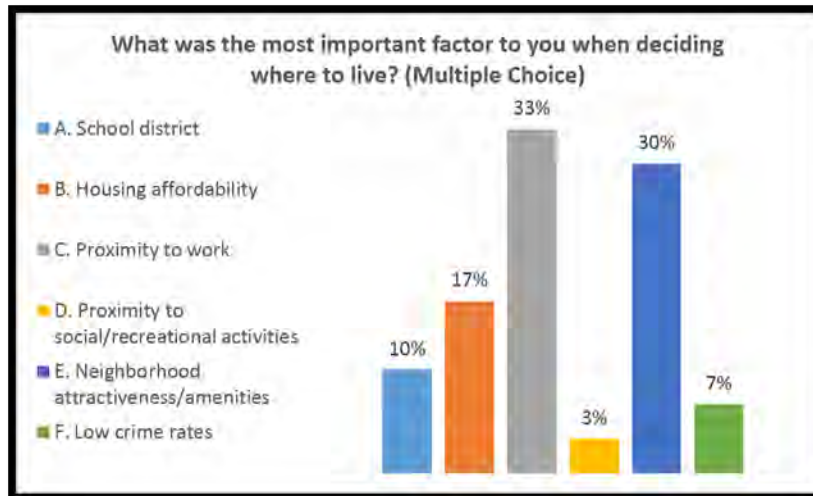
- Represents a blueprint for the region’s multimodal transportation system
- Covers at least a 20-year timeframe
- Responds to goals
- Identifies policies, programs, and projects for continued development

- Not a “wish list” but a financially-constrained plan
 - Guides the expenditure of federal and state transportation funds
- **Mobility 2035 – 2014 Amendment Summary**
 - Adopted by the Regional Transportation Council in November 2014
 - Calls for \$94.5 billion in transportation improvements through 2035
 - Recommends 2,200 new lane miles on the region’s freeways, tollways, and tolled managed lanes
 - Calls for 500 miles of passenger rail by 2035
 - Supports off-street bicycle and pedestrian facilities
 - Continues programs aimed at reducing travel and creating a more efficient transportation system
 - Meets all applicable federal transportation planning and air quality regulations
- **What is New for Mobility 2040?**

Planning Horizon	Demographics	Financial Assumptions
2040	3.7 million more people 1.9 million more jobs	Dependent on legislative action and RTC direction
Planning Requirements	Policy Considerations	Recommendations
Pending official guidance on MAP-21 or other legislative action	Numerous	Dependent on demographics, financial assumptions, planning requirements, and policy considerations

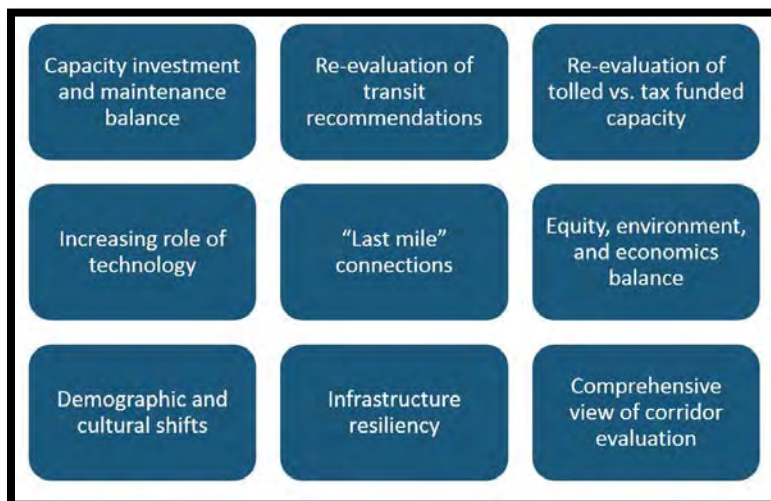
- **Introduction to polling, e.g. meeting attendees used keypads to answer the following questions. Anyone watching the video online could answer the same questions through an online poll.**
- **Polling Question: What was the most important factor to you when deciding where to live?**
 - A. School district
 - B. Housing affordability
 - C. Proximity to work
 - D. Proximity to social/recreational activities
 - E. Neighborhood attractiveness/amenities
 - F. Low crime rates

- **Polling Results: What is the most important factor to you when deciding where to live?**



- Traditionally, school district and housing affordability have been the most important factors when deciding where to live, according to reports and input.

- **Policy Considerations**

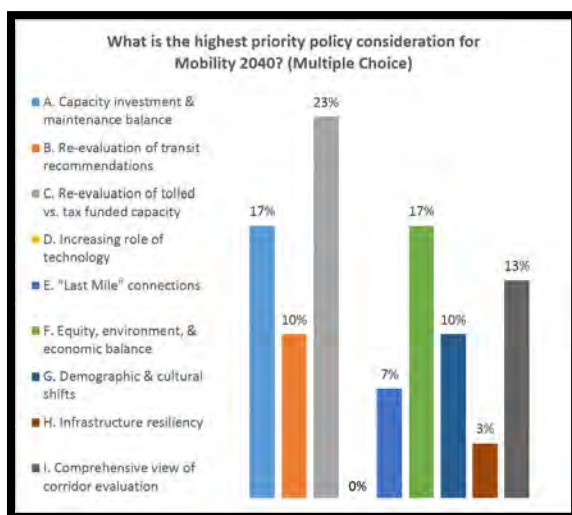


- **Policy Considerations (continued)**

- Capacity and Maintenance Balance
 - What is the appropriate balance between these two equally important areas?
 - What are the impacts of continued deferred maintenance? What are the impacts of deferred capacity improvements?
- Increasing Role of Technology
 - How much can we increase the capacity of the existing system through

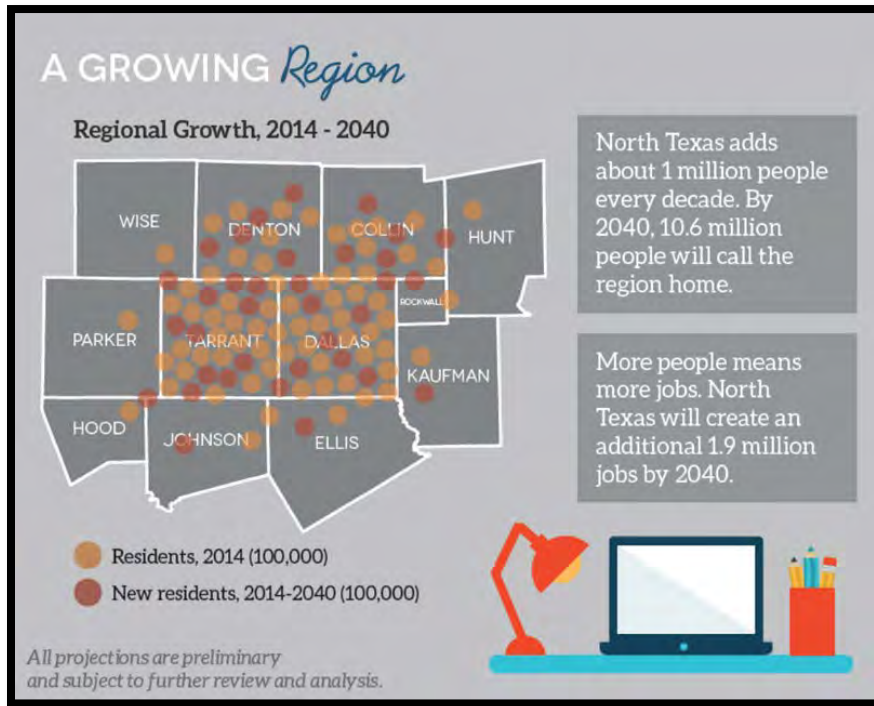
- the use of technology?
 - How much can we reduce system demand with technology?
 - Re-Evaluation of Tolled vs. Tax Funded Capacity
 - The pendulum is swinging back toward traditionally funded roadway improvements.
 - Tolled and managed lanes still play an important role in the region's transportation system.
 - Re-Evaluation of Transit Recommendations
 - Future demographics will put pressure to build new transit capacity, but funding for large-scale capital investments continues to be a challenge.
 - What is the appropriate scale for the region's transit recommendations?
 - Are the current regional rail funding assumptions still reasonable?
 - "Last Mile" Connections (Integrated System Connectivity)
 - How do we better integrate modes to make a well connected system?
 - How would revised transit recommendations impact this effort?
- **Polling Question: What is the highest priority policy consideration for Mobility 2040?**
 - A. Capacity investment & maintenance balance
 - B. Re-evaluation of transit recommendations
 - C. Re-evaluation of tolled vs. tax funded capacity
 - D. Increasing role of technology
 - E. "Last Mile" connections
 - F. Equity, environment, & economic balance
 - G. Demographic & cultural shifts
 - H. Infrastructure resiliency
 - I. Comprehensive view of corridor evaluation

- **Polling Results: What is the highest priority policy consideration for Mobility 2040?**

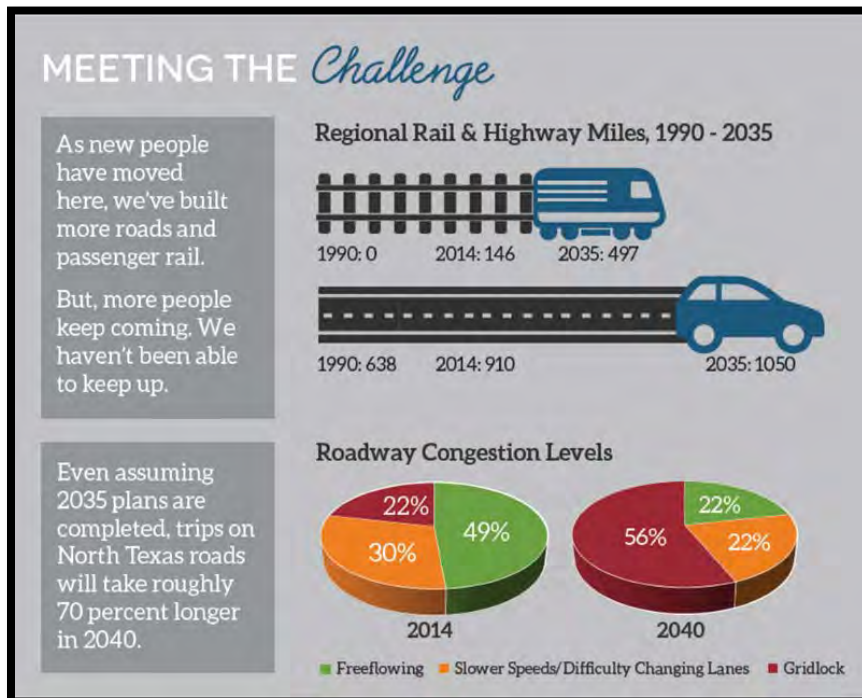


- Other conversations emphasize that that tolled vs. tax funded capacity is the highest priority policy consideration for Mobility 2040.

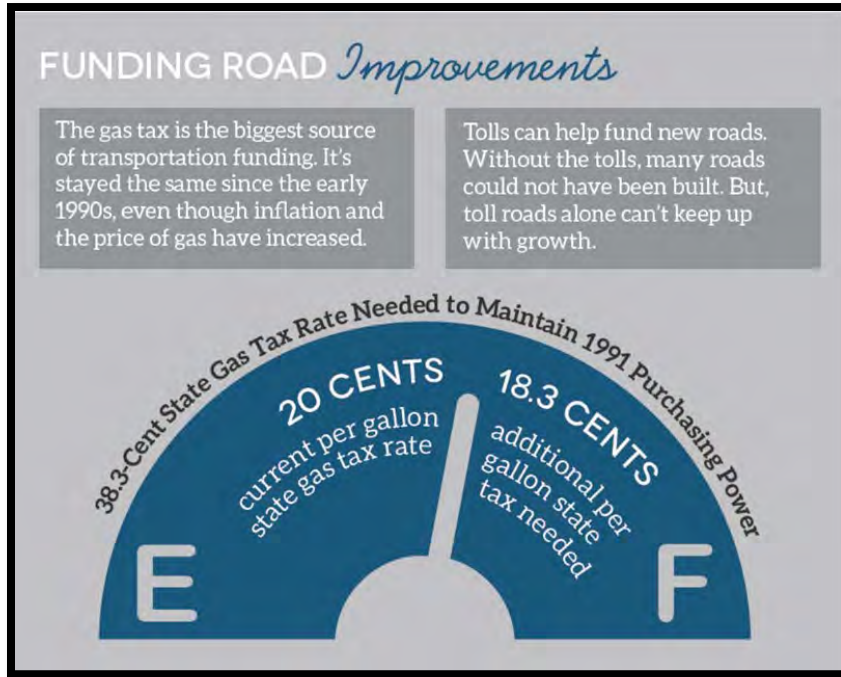
- **Transportation Choices for Our Future**



- **Transportation Choices for Our Future (continued)**



- **Transportation Choices for Our Future (continued)**



- **Transportation Choices for Our Future (continued)**

FINDING A WAY *Forward*

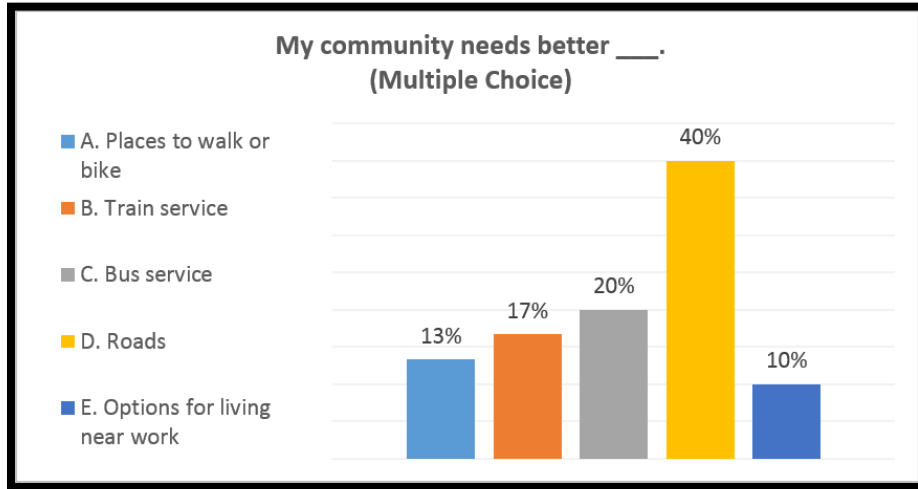
There's no way around traffic in the future, but we have choices. Our transportation system works to serve different travel needs.

How would these solutions affect your family's daily life?

Maintain & improve existing roads	Leave for work before or after rush hour
Carpools & vanpools	Ride buses
Work at home	Ride trains
Car sharing	Bike & walk
Better connected neighborhoods <small>Residential options for living a short walk or bike ride away from schools, stores and entertainment</small>	Improve traffic operations <small>Improvements in technology, signage and emergency response to keep traffic flowing</small>

- **Polling Question: My community needs better _____.**
 - Places to walk or bike
 - Train service
 - Bus service
 - Roads
 - Options for living near work

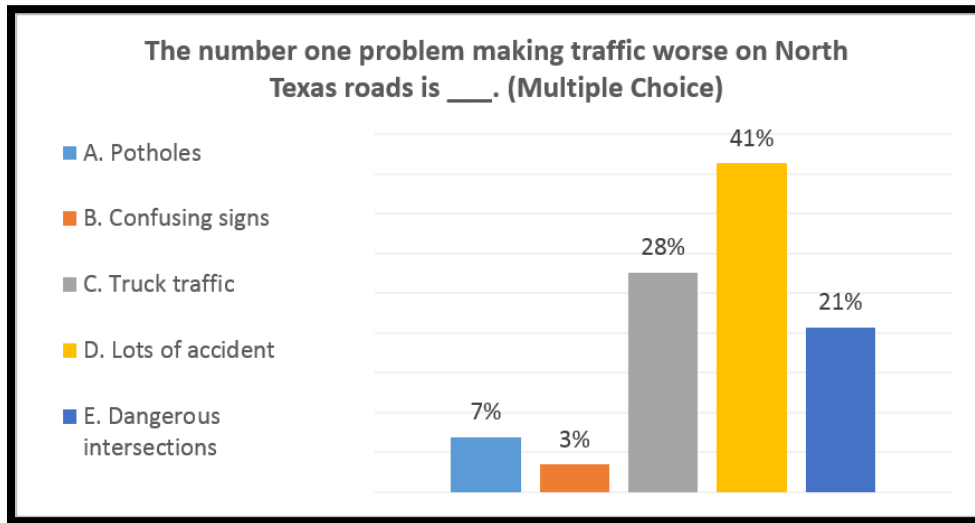
- **Polling Results: My community needs better _____.**



- Online survey results have shown most respondents believe their community needs better places to walk or bike.

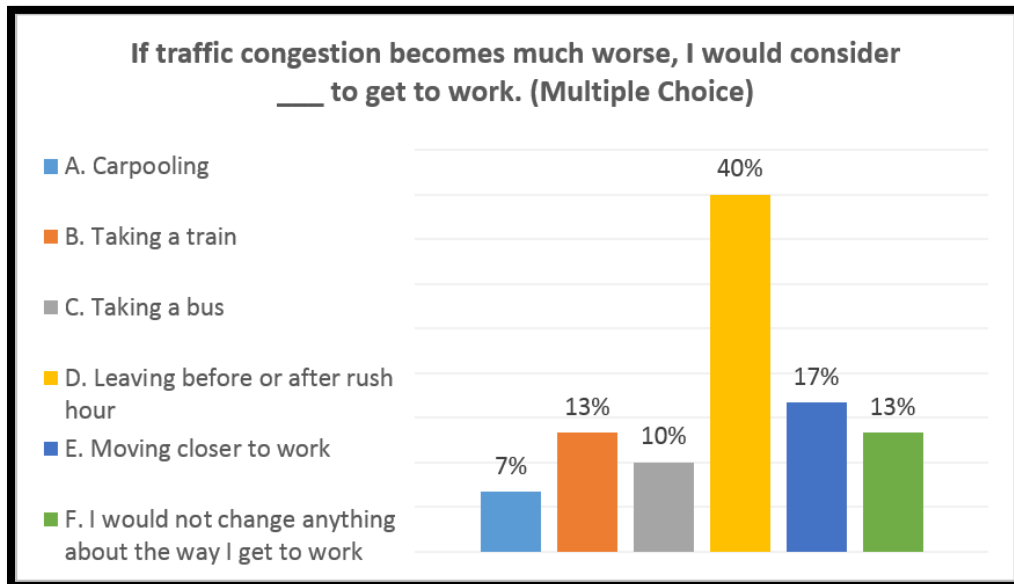
- **Polling Question: The number one problem making traffic worse on North Texas roads is _____.**
 - Potholes
 - Confusing signs
 - Truck traffic
 - Lots of accident
 - Dangerous intersections

- **Polling Results: The number one problem making traffic worse on North Texas roads is _____.**



- Online survey results have shown potholes and dangerous intersections have been the number one problem making traffic worse on North Texas Roads.
- **Polling Question: If traffic congestion becomes much worse, I would consider _____ to get to work.**
 - A. Carpooling
 - B. Taking a train
 - C. Taking a bus
 - D. Leaving before or after rush hour
 - E. Moving closer to work
 - F. I would not change anything about the way I get to work

- **Polling Results: If traffic congestion becomes much worse, I would consider _____ to get to work.**

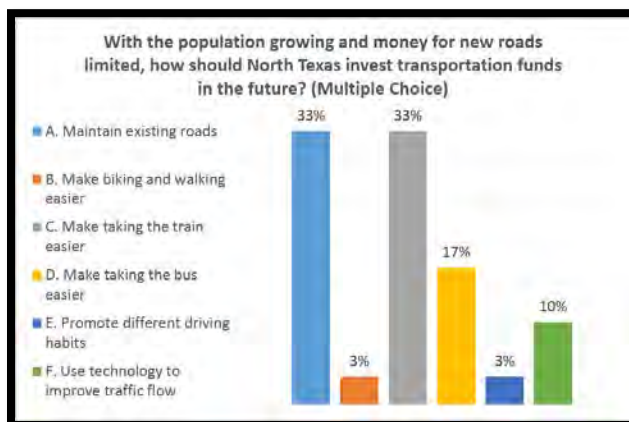


- Online survey results have shown people are willing to leave before or after rush hour to get to work

- **Polling Question: With the population growing and money for new roads limited, how should North Texas invest transportation funds in the future?**

- A. Maintain existing roads
- B. Make biking and walking easier
- C. Make taking the train easier
- D. Make taking the bus easier
- E. Promote different driving habits
- F. Use technology to improve traffic flow

- **Polling Results: With the population growing and money for new roads limited, how should North Texas invest transportation funds in the future?**

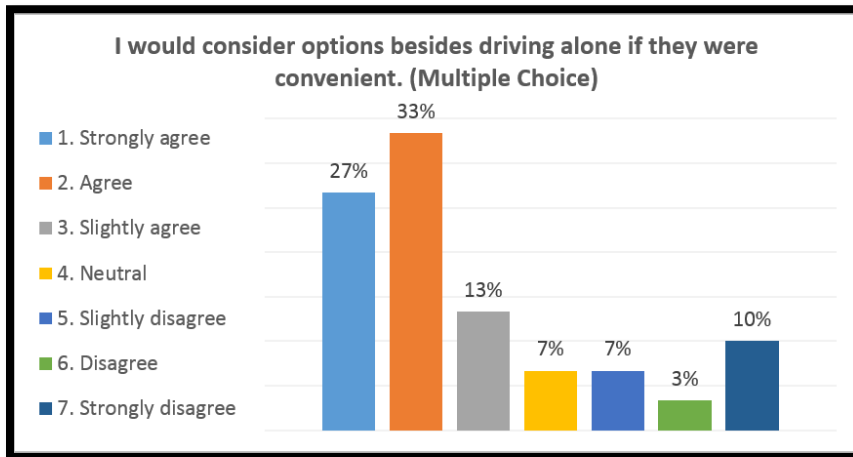


- Online survey results have shown that maintenance of existing roads, ease of taking the train and the use of technology are where respondents would like North Texas to invest transportation funds in the future.

- **Polling Question: I would consider options besides driving alone if they were convenient.**

1. Strongly agree
2. Agree
3. Slightly agree
4. Neutral
5. Slightly disagree
6. Disagree
7. Strongly disagree

- **Polling Results: I would consider options besides driving alone if they were convenient.**

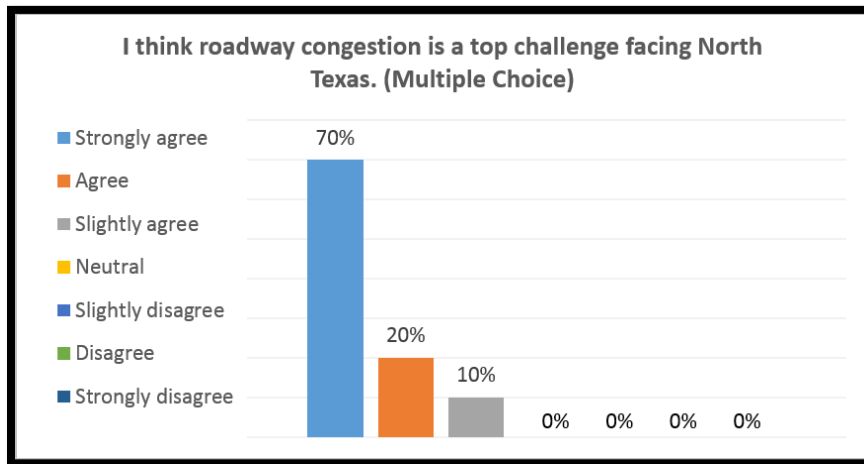


- Similar to online polling results

- **Polling Question: I think roadway congestion is a top challenge facing North Texas.**

1. Strongly agree
2. Agree
3. Slightly agree
4. Neutral
5. Slightly disagree
6. Disagree
7. Strongly disagree

- **Polling Results: I think roadway congestion is a top challenge facing North Texas.**

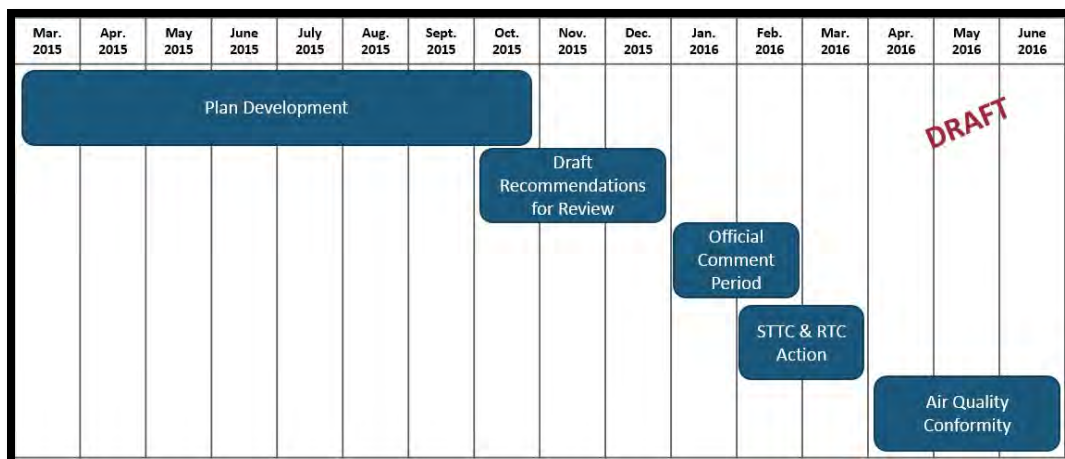


- Similar to online polling results

- **Mobility 2040 Development Summary**

- Transportation is an important element to our everyday lives.
- Population growth has been occurring and is expected to continue for the foreseeable future.
- The existing transportation system is reaching capacity and there is limited funding available to meet needs.
- The MTP should include a variety of transportation solutions to accommodate the travel needs of all residents and to help move goods.
- The MTP must consider a variety of issues, which may have competing values, and must be balanced.

- **Schedule**



- Public involvement activities, Surface Transportation Technical Committee, and Regional Transportation Council briefings/workshops will be held throughout the plan development process.

ORAL COMMENTS RECEIVED AT MEETING

Ron Whitley, Kennedale Rotary Club

Question: For this Metropolitan Planning Organization, who is involved? How does it work? Are you an advisory group? Do you work with TxDOT? Is it a combined group effort?

Summary of response by Dan Lamers: All of the activities are requirements that the Metropolitan Planning Organization (MPO) undertake. The Metropolitan Transportation Plan (MTP) is the responsibility of the Regional Transportation Council (RTC), a policy body with 44 members, mostly elected officials, who determine the future of transportation within the region. They have the responsibility to approve the MTP. It is done cooperatively with all of our partners in the region: the federal government, the transportation authorities, TxDOT, NTTA, DFW Airport, local governments and most importantly, you the public. We have a staff that develops the transportation plan, but the RTC actually adopts the plan.

Question: From that you get grants to go forward? Does the MPO receive a grant separate from these other members?

Summary of response by Dan Lamers: Our money comes primarily from the federal gasoline tax that you pay. A portion of that tax gets sent back to the state for us to carry out planning activities.

Summary of response by Dan Kessler: It's really a compilation of many grants. All federal funds are not available for all things. Once we have an MTP in place, grants come to us through what's called the Transportation Improvement Program (TIP). We have a long-range plan and then a financial programming document where we're putting together, three to four years at a time, a collective assimilation of all of these projects with funding source. We spend several billion dollars in the region, but a lot of the funding is granted directly to the agency responsible for building or constructing the facility. The only requirement is that in order to receive those funds, they have to be included in the MTP. This process starts early on by sitting down with all of these entities. It's a process of compiling long-range needs with available dollars. Then the planning process moves from long-range to short-range. We also do a lot of calls for projects. It's a way we can reach out to the entire region and give access. It's also very unusual that any single grant or entity will actually have dollars available to build an entire project. Probably over 90 percent of projects built today with federal funds have funding that comes from a local government, a county bond program, a state portion or even RTC. We're very fortunate in this region to have Regional Toll Revenue (RTR) dollars to help leverage federal funding. It's always about putting the right dollars to the project. Our basic job in life is to find the right combination of investments for each corridor, and then when it comes time to fund the project, we have to have the right combination of dollars that will go the furthest.

Question: Signage needs to be reviewed. How do we provide input?

Summary of response by Dan Kessler: Signage is a real challenge, and it's gotten more and more complicated as we've had to build more transportation into more congested space. There are some things that help. One of these things is having the name of the road painted on the pavement. Technology is also being put on our vehicles. You see the new vehicles coming out, and they're extremely smart with maps on their dashboard. We're at the point or will be soon, where you can talk to your car. Technology is probably the solution. Signs are expensive and

difficult to install. It's an area we're really trying to focus on with NTTA and TXDOT to eliminate wrong way driving. We're trying to find innovative ways for you to get a hold of us. Any issues, let us know. We appreciate you being here and take your comment to heart.

Summary of response by Dan Lamers: And we don't expect you to know who is responsible for everything out there in the transportation system. If you don't know who to turn to, you can always call us. We can always point you in the right direction or make a phone call on your behalf to get something resolved.

Oscar Slothboom, Citizen

Question: SH 183 is an item on the UPWP slide. Can you clarify to what section of SH 183 that is referring?

Summary of response by Dan Kessler: The extent of the study is from SH 199 in Fort Worth through the community of River Oaks all the way down to the Trinity River. This is a project that came out of our planning for livable military communities study. It's an economic development initiative, and it's on the state highway system so TxDOT is a key partner. Once we get that section done, we'll probably extend all the way around and down to IH 820. It's a relatively small project. We have a consulting firm under contract, and the River Oaks Economic Development Corporation made a contribution. It's this idea of going into a very old roadway, fixing drainage issues and finding ways to provide better opportunities for economic development.

Bob Hall, State Senator

Question: The \$20 million referenced in the UPWP presentation, is that just for the administrative overhead of what's done here or does that actually accomplish anything physically?

Summary of response by Dan Kessler: That \$20 million will support all of these planning and feasibility studies. A lot of it involves hiring professional contractors, subcontractors, engineering, planning and design firms as well as engineering data collection activities. We also do a lot of simulation work. Those are funds eligible only for planning activities. The federal government takes a little less than 1 percent of all of the gas tax dollars and puts those in this planning grant. There are 478 MPOs in the United States and 25 in Texas. Those are the funds that are put aside for long-term planning. We can't use them for construction, engineering or design. They have the limitation of being used for planning purposes.

Question: Where you had the asset management, IH 635 East wasn't listed. Why is that not part of this?

Summary of response by Dan Kessler: It is certainly a corridor under study. Capital asset management is an option there, I think. One of our problems in the IH 635 corridor is the volume of traffic. We think we can get some marginal opportunities out of better signing, and there may be some opportunities to reverse on- and off-ramps. But when we get in corridors like LBJ East and you're talking about moving in excess of 200,000 cars a day, with the levels of congestion that we are up against, probably management strategies in that corridor will not completely solve the problem.

Comment: Managed lanes. That's an euphemism for very expensive toll roads that kind of fools people a little bit. There seems to be a love affair with those. What's the driver behind that?

What's the real emphasis? These are very, very expensive. You take a toll road someone takes daily to work. The average worker spends \$5 a day each direction, and we have a 52 year concession. That worker is going to spend \$135,000 of tolls a year on an alternate tax. We just seem to be gravitating toward, and as I've read in previous presentations, we seem to have this thing of leading the nation in managed lanes. That seems to be a goal, an objective is to toll and to be the most tolled area in the nation. That's the word written in previous presentations. What's the driver behind wanting to do that to the people?

Summary of response by Dan Kessler: The driver really is not tolling. We're trying to find ways to move more people through very narrow rights of way. We know a freeway lane will generally handle 20,000 vehicles per lane, per day. So when we start having a demand of more than 20,000 vehicles per lane, per day, we're starting to drop speeds below 30 mph. The idea behind our managed lane system is reliability but also how we can increase occupancies during peak travel periods by providing a travel time incentive or an economic incentive for those folks that are willing. Those people willing to carpool or vanpool or ride an express bus are going to pay a lot less or sometimes very little to use the corridor as opposed to the person wanting to drive by themselves. Are we interested in tolling? No, but we have not had the dollars to reconstruct facilities.

Comment: But that's because we do it as a toll road.

Summary of response by Dan Kessler: The revenue we're collecting from managed lanes is what is being used to reconstruct each of these facilities. The dollars going to pay for construction of managed lanes and construction of the entire corridor are coming from the revenue that's coming from the managed lane system. Up until this legislative session we have not had the revenue to even talk about opportunities to widen some of these facilities in the past 20 years. Yes, it is revenue driven, but we're using the revenue to build the whole system, and it is an economic incentive to try and get more people through the corridor when we need to get them through there.

Comment: So what you're saying is you're using the roads to social engineer people's habits rather than allow the free enterprise system and freedom and liberty to decide what they want it to do. You're trying to force them into carpooling and force them into alternate modes of transportation. But the issue about the cost. I agree with you that the legislature for a number of years has abdicated its responsibility improperly funding roads. Roads are a primary function of government. If there's anything that the government should be doing, particularly at the state level, it's properly funding roads. I think we made a move in the right direction. And I think the mood of the people and the legislature is to continue moving into that direction and move away from toll roads, which cost us somewhere between three and four times as much to build. What it will cost the public to have a toll road as opposed to a freeway is somewhere between three and four times. So the point is for the same amount of money we could build four freeways to carry the same number of vehicles as you can when you build a toll road. When you look at that cost of tolling, it runs somewhere between 20 and 30 percent of the amount of money collected. We add significantly to the actual construction of the road for those lanes where we're going to collect money. I think that I see a shift where we can go, and I would like to see and suggest in the planning that you look at it as if these were done as free roads as opposed to starting with "it has to be tolled" or particularly in the managed, which is the variable tolling that this is what we could do if we did it on a pay as you go basis or with alternate revenue sources where you don't end up tolling the road but you take advantage of increased revenues from taxes in the area where a road is built to then fund the road that's there.

Summary of response by Dan Kessler: Senator, we have all said all along tolling is not our preferred option.

Comment: I understand you say it, but I go back and I read presentations where we talk about being number one in the nation in managed lanes, and I question whether or not that isn't an objective in all of the planning.

Summary of response by Dan Kessler: Our objective is not to become the next Los Angeles., which is where we're headed if we don't find creative ways to solve our problem. The thing that's missing from the math, Senator, is the opportunity cost. SH 121 was the heaviest volume two-lane road in the state of Texas. We were trying to carry 40,000 to 50,000 cars a day on a two-lane highway, losing lives and traffic backed up for hours. If we were to have waited on gas tax revenue to advance SH 121, it probably would have been 20 years. We didn't decide this. The elected officials that sit around this table on the RTC said that's not a price we're willing to pay. We cannot wait for 20 years to build SH 121 through Collin County. Is tolling a preferred option? Absolutely not, but the option of waiting 20 years to get there just wasn't acceptable. If you look at our current MTP, we have very few new freeways in the plan. We do not have the revenue stream. We've only had the revenue stream to maintain what we've got at a third of the level of what's actually needed. You get into the question of social engineering, and it's a value of time. People's time is extremely valuable. People are using these toll facilities, and in most cases there are other options, but it is that value of time decision.

Comment: But I think, and I hope we can change, this paradigm as we go forward. I think if we had held out and said if there's no money, there's no roads, it would have forced the legislature to not abdicate its responsibilities. The money would have been forthcoming. But the industry that made a whole lot of money off of going to toll roads was very eager to jump in and make that money, and it took awhile for the public to figure out how badly it was costing them to go that direction. It happened because it was made easy on the legislature. I think if the cities and counties had pushed and not jumped on that bandwagon so quickly we would not be saddled with the roads where we are today. I do hope we work together going forward to look at ways to get more freeways. The answer to your question is here. In every survey I've seen, it says people want roads. They want free roads to get from where they are to where they want to go in freedom. They don't want their lives reengineered. I don't know of a person that leaves home and goes around their neighborhood asking would someone please go ride with me today so I can jump on the managed lane for \$0.50 less, and I don't think that's going to happen any time in the near future.

Summary of response by Dan Kessler: Senator, the biggest mistake we ever made as a culture was calling them freeways because they're not free. For decades and decades we have talked about a gas tax increase. We have not had a gas tax increase in Texas since 1990. We've been to the legislature every two years for the last 20 years to talk about a gas tax increase, and it's not unique to Texas. It's the entire country. The motoring public looks at freeways free, but they're not. We've got to find a way to pay for them.

Comment: No, I understand. Don't misunderstand me. I'm new there. I didn't go there to do stuff the way it's been done in the past, but there's a lot of money collected that had to do with automobiles that is not being spent. We've been diverting 47 percent of that gas tax money to things other than roads. We've been diverting most of our Vehicle Sales and Use Tax, which ought to be going to roads. There's a lot of room for the legislature to step up and do its job.

Summary of response by Dan Kessler: I stopped blaming the legislature a long time ago. It's the voters. The voters have to tell our elected officials what's a priority. If funding transportation is a priority, and we're all willing to pay a greater tax for it, then that's what our elected officials need to hear.

Comment: Well, I think they sent that message this past election because I know of at least eight that were sent to the Senate brand new who all ran on "no more toll roads". I think the message is getting through. Thank you very much.

Summary of response by Dan Kessler: Thank you for your comments. We look forward to working with the legislature as a partner.

Comment: And I would like to come back and just meet with you.

Summary of response by Dan Kessler: Any time. We'd love to have you. Thank you.

Summary of Response by Dan Lamers: The legislature stepped up and did their job. So now it's up to us and you to hold us accountable for reflecting this new paradigm shift in transportation for the next 20 to 25 years.

Comment from Public Meeting Participant: Senator, before you leave. I totally agree with you, but these folks are planning for 2040, and the legislature plans for two years. I would ask you to go back to Austin and put together a 2040 plan for funding transportation so these folks and the public don't have to put up with the toll roads.

Mike Hasler, City of Duncanville

Comment: We lose a lot of freeway capacity during rush hour with people not driving the way they were supposed to be taught in driver's education, with slower traffic keeping to the right, and I know we've got the no truck signs in the left lane. I'm wondering if using some of the TxDOT message signs to get the word out or somehow inform drivers might help improve that. I don't think it's a simple problem, but I offer that as a question to consider.

Summary of response by Dan Kessler: We absolutely agree, I think, as I said earlier, technology in our vehicles may help. One of our biggest safety challenges is fluctuations in speed. What causes so many deadly accidents is you've got a lot vehicles traveling too fast mixed with either vehicles traveling way too slow or the speed limit. I do think you're right, and it comes into this idea of how can we use technology, information and signage. And we are investing a lot in our ITS technology to help us do that. The whole idea behind the truck prohibitive lanes is to try to get those trucks out of the faster moving lanes. It's an excellent observation you've made. It's another example of where we can look at other opportunities for signage and education to try to do that.

Summary of response by Dan Lamers: As Dan said earlier, we have a lot of capacity on our roadway system, but we aren't always using it the most efficient way possible and maybe that's exactly what you're reminding us. In the Unified Planning Work Program (UPWP), we have a whole section on congestion management, on traffic operations and flow, trying to improve operations and flow on our facilities. You'll see those as a key component of our transportation plan going forward. We greatly thank the legislature for providing us with additional funds, but it's still not enough for us to build our way out of our transportation issues. We still have to be

smarter in the way we use our capacity that we have today and the capacity that we're going to have in the future. Great comment. Great question.

Ron Whitley, Kennedale Rotary Club

Comment: San Antonio and Austin went way outside of their cities to do all this construction of the 85 mph toll roads, and we can go on those toll roads and get where we need to be. We decided to do it right through the middle of Fort Worth. All those trucks coming from Laredo going to Canada come right through there, and we feel the brunt of that. I'll never see that finished in my lifetime, but why didn't we think about doing what they did? There's a lot of land west of Fort Worth that could've been used for that same kind of thing.

Summary of response by Dan Kessler: There's a bit of irony in your observation. Particularly in Austin, SH 130, they actually would have liked to have built it much closer to town. The problem is it's not attracting enough vehicles on it as a toll facility. There was so much environmental and neighborhood opposition to SH 130 being closer to Austin that it forced it to be farther east. By virtue of having relatively low volumes, it's given them higher speeds. Our problem is you get into this really difficult tradeoff. You'd like to build them farther out like you talked about, but they're not toll feasible because you don't get enough patronage on them. And they're still very expensive to build. With such very limited resources, all of our investment decisions are based on cost effectiveness. We did, however, have the concept of a regional outer loop in our plans for years. What happened to us in the west is we've drilled so many gas wells in Parker, Johnson and Tarrant Counties that the likelihood we could find a cost effective loop alignment over there, even though in 2040, 2050 and 2060 when it will be needed, is going to make that very difficult. But your question is a good observation about the balance of where you place these facilities and how fast you drive on them.

Summary of response by Dan Lamers: We happen to be in an area where we have a lot of through traffic. We are the only metropolitan area in the country, I believe, that has four interstate highways running through it. We clearly are at a crossroads. Dan mentioned earlier that we're the largest metropolitan area without direct sea access. Obviously trucks and freight want to move through our region because of our central location, but the trick is how to separate our through traffic from the local traffic. If we could get the through traffic out of the way, we would have a lot of capacity to handle our local traffic. That through traffic though, trying to provide those facilities, is very expensive.

Summary of response by Dan Kessler: If we can capture that truck traffic south of the metroplex and get it moved to the east, because most of it is headed for the Northeast and the Midwest, we'll address a lot of your problem.

Question: Do the people on a toll road get an advantage for having more than one person in the car? Or do they still have to pay the same toll?

Summary of response by Dan Lamers: During the peak periods on managed toll lanes, right now if you're in a carpool and you register through the Drive on TEXpress app, you'll get a 50 percent discount on the toll per vehicle during the peak period. But you have to preregister.

Question: Back in 1957, there were plans for a monorail from Dallas to Fort Worth. Is there any thought of that happening?

Summary of response by Dan Kessler: It was actually in our plan. The first MTP for this region was developed in 1974. It did call for a magnetic levitation high speed rail technology between Dallas and Fort Worth, but what happened is the way we grew. We never had the concentration of trips in that corridor that would have warranted that level of investment. However, there are now two corridors being looked at. That section between Dallas and Fort Worth, both IH 30 and the Trinity Railway Express corridor are being looked at as possible high speed rail routes. We've heard Fort Worth to Dallas nonstop would take about 11 to 12 minutes. Stops in the mid-cities may take 18 minutes. We're very excited about it. Excellent history of transportation in our region, and we may get back to that.

Steve McCullough, Citizen

Comment: On page seven of the Mobility 2040 handout, there's a pie chart that shows what the current congestion levels are and what they are projected to be in 2040. So after all of the funding expenditures and transportation improvements between now and 2040, we're going to have a 56 percent level of congestion at gridlock. So we're going to grow so much and there's not going to be enough funding that our level of congestion is going to more than double. Am I reading that right?

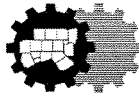
Summary of response by Dan Lamers: Yes, if I can rephrase it slightly. We're going to spend \$100 billion, much of which we didn't know where it was going to come from until just this legislative session. But that spending will allow us to only double the amount of congestion that we'll have on our roadway system. If we didn't spend that money it would, of course, be a lot worse. The point we keep making is we can't build our way out of our transportation issues, and we can't afford to build our way out of them. I can't emphasize enough how thankful we are to the legislature, but that money is the money we were already assuming would be in place and available. They've made good on that, but that still leaves us in the future with double the congestion we have today. So how do we solve that problem? You can either reduce the demand or increase the supply. We've already addressed how we can't increase the supply any more than we're already doing so that means we have to reduce the demand. That's one of the reasons we asked about willingness to consider alternatives to driving alone. We want to understand what type of things we should be exploring in this transportation plan. The vast majority of people said they would be willing to shift their trip start time outside of the peak hours. That's a behavioral change people are making; a choice to do as a result of the circumstances they experience daily. We're not trying to change people's behavior. We're trying to find the best way and the options people have so if they wish to change their behavior, they don't have to sit in the type of congestion we're expecting. Managed lanes are all about options. You can pay, you can go free or change the time in which you travel and not experience congestion. The better we understand what you want, the more options we can try and put in a transportation plan. Not one solution is going to solve our problem. It is all about balance.

Summary of response by Dan Kessler: What you really have to look at when you realize our congestion will be twice as much, is it will be spread out across a larger geographic area. What you really have to compare it against is the no build option. People say, why spend all this money and you still have that congestion. Yes, you're still going to have congestion, but there's a lot of people that you moved as a result of that investment. One of the performance measures we always have in the plans is what is the overall cost effectiveness of the investment, and it's always very high. You are measuring the impact of a lot more people using the system, but a lot more people are also using the system and getting a lot of mobility out of it. I'm also not sure we're always using the best performance measures. I think we have to get back to congestion per household, per person or per vehicle because those might be a better explanation.

WRITTEN COMMENTS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Gerrit K. Spieker, Citizen	City of Richland Hills	TIP modification; roadway safety; double tracking of TRE; bus system	Attachment 1
Mike Hasler	City of Duncanville	Public meeting process	Attachment 2
Robert Riggs	City of Richland Hills	Fort Worth bike and pedestrian opportunities	Attachment 3

FOR NICHOLE & DAN



North Central Texas Council of Governments

Public Meeting Comment Form

Instructions:

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

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

Name CERRIT K SPIEKER
 Organization RESIDENT - CITY OF RICKLAND HILLS
 Date 6/8/15
 Meeting Location NCTCOG HQ ARLINGTON TX

Please provide written comments below:

MODIFICATION 2015-0374 MOVES \$1,050,000 OF "ROAD MONEY"
 (PARKING & ACCESS TO) TO MOD 2015-0430 TXRAIL ENGINEERING
 TXRAIL DOES NOT ADEQUATELY REDUCE ROAD USE / TRAFFIC
 TO WARRANT THIS DIVERSION OF FUNDS
 TXRAIL'S RIDERSHIP FORECAST HAS NOT (YET)
 BEEN INDEPENDENTLY VALIDATED
 THESE FUNDS WOULD BETTER SERVE THE
 RIDERSHIP WITH ADDED RIDER PARKING
 AT THE STATION IE BELLHURST, CENTREPORT

CERRIT K SPIEKER
685 3149 @ SBCGLD BLD. MET
617 239 9791

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

OVER

MOB 2040

CONSIDER THAT CHANGING
DRIVER ATTITUDE, ZERO ACCIDENT
INITIATIVES AND COURTESY WOULD DO
MORE TO REDUCE CONGESTION AND
IMPROVE OPERATIONAL CAPACITY
THAN MORE LANES AT
LOWER COST + SAVED LIVES

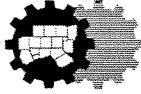
- o RECURRENT DRIVER TRAINING
- o DASH CAM REQUIRED FOR
REPEAT OFFENDERS

o FAST TRACK DOUBLE TRACKING
OF TRUCKS! + ENTER DFW

~~BLUES~~
SKE

WHY ARE THERE NO BUSES ON I 30?

FTW ↔ DAL



Public Meeting Comment Form

Instructions:

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

Name MIKE HASLER
 Organization CITY OF DUNCANVILLE
 Date 6/2/15
 Meeting Location NCTCOG OFFICE

Please provide written comments below:

- POWER POINT PRESENTATIONS WERE INFORMATIVE. HOWEVER, WHAT WAS REALLY VALUABLE WERE THE COG ANSWERS TO COMMENTS AND QUESTIONS FROM THE GROUP. THERE IS SO MUCH GOING ON BEHIND THE SCENES THAT MOST PEOPLE DON'T KNOW ABOUT.
- I ALSO APPRECIATE THE CANDOR AND OPENNESS OF THE ANSWERS WE WERE GIVEN. THE REALITY OF OUR PROBLEMS MOST PEOPLE HAVE NO IDEA ABOUT.

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



North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

Name Robert Riggs
Organization _____
E-mail robriiggs7537@gmail.com Phone 817-600-7537
Address Richland Hills
City _____ State TX Zip Code 76118

Please provide written comments below:

Have been biking for the past 10 years. Bike to work, church, grocery store, etc. Have panniers on bike to load stuff up. Love the direction the Fort Worth area is taking to promote biking. New trails and bike rentals downtown.

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

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

James Turner, May 28, 2015

are you still looking at that dumb bridge across lake lavon idea between now and 2040???

Brad Forsthoff, May 28, 2015

To whom it may concern,

Does anyone have any idea how long it will be before there is a loop built around Greenville, Texas? I heard there are plans to do so in the future. In addition, I was informed it will be a 240 miles long and connect Hwy 380, 69, and I-30. Is there any truth to this rumor?

Also, I heard there may be a light rail service from Greenville to Dallas in the distant future. Will this service be similar to the A-Line from Denton? What are the plans and where will the connection be within the cities? (Possibly Greenville to Rowlett? Greenville to Plano?, or a direct route from Greenville to Dallas?)

Ken Weaver, May 29, 2015

Dear NCTCOG,

I will not be able to attend this important meeting BUT I WANTED TO SHARE MY THOUGHTS:

- NO TOLL ROADS We Texans give you enough money via the "Gas Tax" and if you spent that money "WISELY", you would not need Toll Roads
- HIGH SPEED RAIL STOP THIS NONSENSE The Gas Tax money is for "ROADS" not other pet projects dreamed up by bureaucrats and Washington Rail, on a stand alone basis, has NEVER PAID FOR ITSELF so STOP WASTING MONEY ON RAIL!
- Same thing with BUS SERVICE IT IS NOT PAYING FOR ITSELF and needs "subsidies" so STOP THIS!
- If you are "foolish" enough to waste Road Money on Rail and Buses Make those forms of transportation "PAY FOR THEMSELVES"!!!!!! I am tired of subsidizing these Fares should reflect the cost of investment + operation and if the fares are too high resulting in "minimal use", then the projects "SHOULD NOT BE TAKEN ON"!!!!!! When are you going to operate like a real business and use my tax dollars wisely?
- STOP WASTING MONEY on "Hike and Bike Trails" (another useless project dreamed up by bureaucrats and Washington Again, we have higher priorities than this (like roads)
- Bottom Line - I am very disappointed that you continue to "waste tax payer's money" with "low priority projects" while ignoring "high priority projects" and "implementing Toll Roads, Rail and Buses" Can we ever expect you (that work for us) to be responsible with our hard earned money???

Gregg Holbert, June 13, 2015

NCTCOG, The most important project and asap is expansion of the 1.8 miles of Interstate I-30 on the far West side of Fort Worth from Loop 820 to Hwy 580 / Linkcrest Dr. The current 2 lanes East Bound and West bound are going to be the NEXT major congestion problem for Fort Worth IF NOT ADDRESSED before it is too late. Increased population statistics for development of Walsh Ranch and communities to the West, Aledo, Willow Park and on to Weatherford are substantial. Additionally The Chapel Creek I-30 bridge probably the last 2 lane bridge over I-30 from West Fort Worth to Dallas is inadequate for populations on the North side of the bridge trying to get to I-30 East or Westbound due to current congestion during peak hours. The Chapel Creek NA submitted a first petition of over 100 names at a February meeting sponsored

by NCTCOG in February. PLEASE prioritize this need for these 2 issues and projects Gregg Holbert, CPA

Alex Gordon, June 14, 2015

NCTCOG, The most important project and asap is expansion of the 1.8 miles of Interstate I-30 on the far West side of Fort Worth from Loop 820 to Hwy 580/Linkcrest Dr. The current 2 lanes East Bound and West bound are going to be the NEXT major congestion problem for Fort Worth IF NOT ADDRESSED before it is too late. Increased population statistics for development of Walsh Ranch and communities to the West, Aledo , Willow Park and on to Weatherford are substantial. Additionally The Chapel Creek I-30 bridge probably the last 2 lane bridge over I-30 from West Fort Worth to Dallas is inadequate for populations on the North side of the bridge trying to get to I-30 East or Westbound due to current congestion during peak hours. The Chapel Creek NA submitted a first petition of over 100 names at a February meeting sponsored by NCTCOG in February. PLEASE prioritize this need for these 2 issues and projects Alex Gordon Chapel Creek resident

Jennifer Moore, June 15, 2015

The bridge at I30 and Chapel Creek is only 2 lanes. The traffic congestion is a safety issue and adds at least 10 minutes to my morning commute in the summer. When school is in session it takes longer.

WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

@LindaKoopHD102 recognized @NCTCOGtrans for years of service on transportation needs.
@1500Marilla @TX_Legislature – Lee Kleinman (@LeeforDallas)

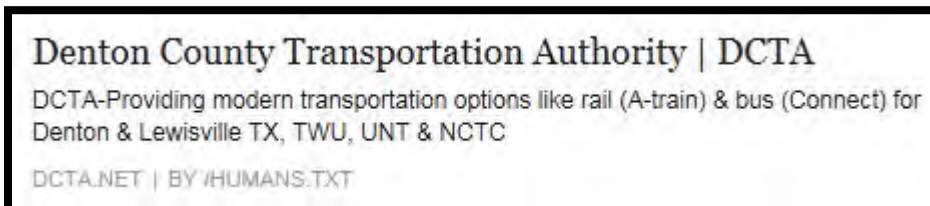


North Texas Clean Air Action Day is 6-26-15. Pledge to do something extra for clean air.
#CAAD2015 @nctcogtrans <http://tinyurl.com/nwxn529> – EPA Region6 (@EPAregion6)

Change how you get to work. Friday 6/26 is North Texas Clean Air Action Day. #CAAD2015
@nctcogtrans <http://tinyurl.com/nwxn529> – EPA Region6 (@EPAregion6)

@EPAregion6 Thanks for helping spread the word about Clean Air Action Day! We're looking forward to Friday! – NCTCOG Transportation Department (@NCTCOGtrans)

At just \$30 for unlimited trips June through August, Denton County Transportation Authority's Summer Youth Pass is a ticket to fun. Popular destinations along DCTA routes include movie theaters, malls, shopping centers, pools, libraries, bowling lanes and more. <http://bit.ly/1Gszohc>
– NCTCOG Transportation Department



You know the nice thing about Facebook is that every time I see your message pop up it reminds me to ask for the 67 data you promised me in March at senator West's public breakfast meeting. It's nice because it keeps me from forgetting about it. Philip Kingston, Scott Griggs, either of you think you can help me out? – Dallas May

TRANSPORTATION PUBLIC MEETINGS

MONDAY **JULY** **6:30 PM**
13
Josey Ranch
Lake Library
1700 Keller Springs Road
Carrollton, TX 75006

WEDNESDAY **JULY** **2:30 PM**
15
North Central Texas
Council of Governments
616 Six Flags Drive
Arlington, TX 76011

For anyone wanting to ride transit to the July 15 public meeting, NCTCOG will offer a free connection to the meeting upon request on a first-come, first-serve basis. To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Jahnae Stout at least 72 hours prior to the meeting at 817-608-2335 or jstout@nctcog.org.



**CentrePort/DFW Airport Station
Arrival Options July 15**

Eastbound Train	2:10 pm
Westbound Train	2:20 pm

THURSDAY **JULY** **6:30 PM**
16
Fort Worth Intermodal
Transportation Center
1001 Jones Street
Fort Worth, TX 76102



**North Central Texas
Council of Governments**

Call for Projects Recommendations: Federal Transit Administration Funding Programs

The North Central Texas Council of Governments issued a Call for Projects to competitively award Federal Transit Administration funding from two programs that support transportation services for seniors, persons with disabilities, and low-income individuals. Approximately \$4.9 million in funding was available to award in the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized areas. Staff will present recommendations to award five projects the available federal funding.

Regional Air Quality and Management & Operations Program

As development of the 2017-2020 Transportation Improvement Program (TIP) begins, a determination will be made regarding which of the Regional Transportation Council's (RTC) ongoing air quality and management/operations projects should be continued, which ones can be discontinued, and which programs/projects of this nature should be considered for inclusion in the new TIP. Staff will present efforts to extend both new and existing RTC air quality and management/operations projects and programs. Additional intersection improvement projects are being proposed for funding as well.

Review of Legacy Transportation Projects Funded, But Not Yet Implemented

Transportation partners, local governments and staff are reviewing a list of projects funded 10 or more years ago, but not yet implemented. The Transportation Improvement Program (TIP) is a near-term list of funded transportation projects, and staff is developing the list of projects on which funding is expected to be spent between 2017 and 2020. The intent is to ensure high-priority, ready-to-proceed projects receive funding, and to determine if older, lower priority projects should be canceled. Staff will review the list of legacy projects and steps required of the implementing agencies for projects to continue to be funded.

**A video recording of the Arlington meeting
will be online at www.nctcog.org/meetings.**

For special accommodations due to a disability or language translation, contact Jahnae Stout at 817-608-2335 or jstout@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 817-608-2335 o por e-mail: jstout@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.

FACT Sheet

June 2015

North Central Texas Council of Governments

Regional Transportation Council

www.nctcog.org/fleetpolicy

Quick Take

What:

The Clean Fleet Policy is a measure local cities, counties, school districts and private companies are asked to adopt that helps reduce emissions. The policy has been in place since 2005 as one of many tools used by the North Central Texas Council of Governments to move the ozone nonattainment area closer to compliance with the federal government's ozone standard. It was updated in 2014 to ensure it keeps up with evolving technologies.

Significance:

Entities must adopt the policy in order to be eligible for vehicle funding from the Regional Transportation Council.

Inside the Numbers:

76

The percentage of nitrogen oxides (NO_x) produced by mobile sources. When NO_x and volatile organic compounds (VOCs) mix in the presence of sunlight, they create ozone pollution.

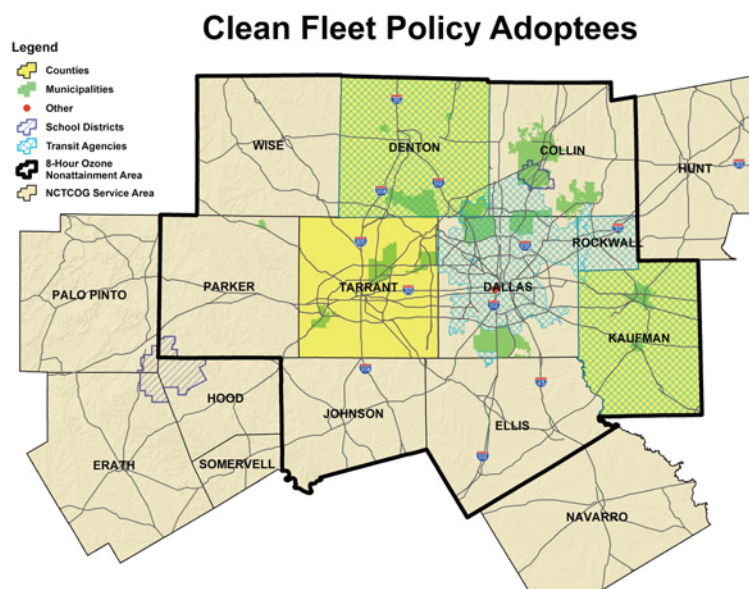
Clean Fleet Policy brings attainment closer

NCTCOG relies on many programs and policies that empower residents and businesses to make choices that can lead to cleaner air. The Clean Fleet Policy is among the many tools used to improve the environment, providing cities, counties, school districts and other adopting entities the opportunity to directly contribute to the effort. Ten Dallas-Fort Worth area counties are in nonattainment for ozone, formed when nitrogen oxides and volatile organic compounds mix in the presence of sunlight. According to the Texas Commission on Environmental Quality, 76 percent of NO_x and 25 percent of VOCs are created by mobile sources such as cars, trucks and construction equipment. Public and private fleets can play an active role in improving air quality by adopting the Clean Fleet Policy.

The Clean Fleet Policy, revised in 2014, outlines goals and provides workable, cost-effective solutions to reduce emissions from local fleets and support ozone attainment efforts. NCTCOG staff and other resources are available to help with policy elements and strategies for communicating the policy to fleet personnel. Fleet operators and other personnel can obtain training to familiarize themselves with air quality and petroleum-reduction goals.

The revised policy aims to:

- Reduce fleet emissions through implementation of an idle-reduction policy or standard operating procedure
- Reduce overall fuel consumption
- Encourage partnerships with the Dallas-Fort Worth Clean Cities and NCTCOG
- Ensure fleet personnel are familiar with and able to implement air quality and petroleum-reduction goals



Entities are required to adopt the revised Clean Fleet Policy in order to be eligible for vehicle funding from the RTC.

FACTSheet

Adoptees are also expected to pursue low-emission vehicles and equipment with an emphasis on alternative fuel and advanced and/or EPA SmartWay®-certified technology when feasible.

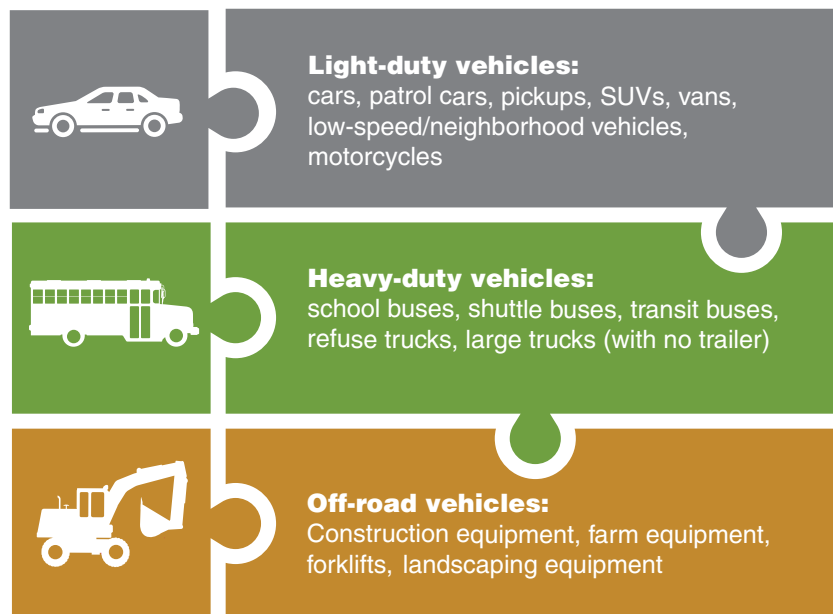
Entities that follow this policy and adhere to the annual reporting requirements through the Clean Cities Annual Report are eligible for Regional Transportation Council funding. The Clean Cities report helps identify how entities are implementing the Clean Fleet Policy in their jurisdictions. Participants are also eligible for the Fleet Recognition Program, which highlights the efforts of fleet operators to adopt technologies and practices that will lead to cleaner air.

The RTC periodically makes clean-vehicle funding available, offering assistance with transit, Congestion Mitigation and Air Quality, and other programs aimed at improving regional transportation and air quality.

The Clean Fleet Policy has been in place in DFW since 2005, when public entities were asked to adopt and follow its guidelines for public-sector vehicles in an effort to improve air quality. Since the initial policy was adopted, much has changed in the region. Growth continues to define the Dallas-Fort Worth area, and technological advances are making it easier to run cleaner vehicles.

Whether it is the addition of school buses to transport more students, law enforcement vehicles for expanding forces, city cars to meet basic needs of new and existing residents or trucks delivering goods to their destinations, local governments and the private sector have an opportunity to purchase cleaner fleets. A template for entities wishing to adopt the policy and other helpful resources are available at www.nctcog.org/fleetpolicy.

Examples of vehicles covered by policy:



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)

**Transportation and Air Quality Approved Legislation
84th Texas Legislature****HOUSE BILLS****HB 1 (Otto) General Appropriations Bill for the 2016–17 Biennium****Article VII – Texas Department of Transportation**

The Fiscal Year (FY) 2016-2017 State budget includes \$23.1 billion in funding for the Texas Department of Transportation (TxDOT). This includes \$3.7 billion in additional transportation funding over two years. This additional funding is made up of Proposition 1 funds totaling \$2.4 billion (\$1.21 billion in FY16 and 1.19 billion in FY17) and ending diversions totaling \$1.3 billion from the discontinuation of \$1.3 billion in State Highway Fund appropriations to agencies other than TxDOT.

Proposition 1 distribution has changed to the following:

- 45% for mobility and added capacity in urban areas
- 25% for regional connectivity along strategic corridors in rural areas
- 20% for statewide maintenance and preservation projects
- 10% for safety and maintenance in oil and gas production areas

\$19.6 billion in All Funds is provided for transportation planning and design, right-of-way acquisition, construction, and maintenance and preservation. The All Funds amount includes \$8.8 billion for maintenance and preservation of the existing transportation system, \$5.8 billion for construction and highway improvements, \$2.4 billion from estimated oil and natural gas tax-related transfers to the State Highway Fund (Proposition 1, 2014) for constructing, maintaining, and acquiring rights-of-way for non-tolled public roadways, \$1.8 billion for transportation system planning, design, and management and \$0.9 billion for right-of-way acquisition.

\$2.2 billion in All Funds is provided for debt service payments and other financing costs, including \$1.6 billion in Other Funds from the State Highway Fund and Texas Mobility Fund, \$500.9 million in General Revenue Funds (an increase of \$186.5 million) and \$125.7 million in Federal Funds from Build America Bond interest payment subsidies.

Article VI – Natural Resources

All Funds for Natural Resources total \$4.4 billion for the 2016-17 biennium, which is a decrease of \$2.6 billion, or 37.2 percent, from the 2014-15 biennium. Funding for the Texas Commission on Environmental Quality (TCEQ) for the 2016-17 biennium totals \$908.3 million in All Funds, which is an increase of \$149.0 million from the 2014-15 biennium. The Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) will receive almost \$87 million over the biennium. This is an increase of \$81.2 million over FY14-15 funding levels, which is appropriating the collected revenue. The Texas Emissions Reduction Plan (TERP) will receive \$236.3 million for the biennium. This is an \$81 million increase over FY14-15 funding levels.

Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP)

Amounts appropriated out of the Clean Air Account No. 151, Air Quality Assessment and Planning, include \$43,467,055 in each fiscal year of the 2016-17 biennium in estimated

fee revenues from vehicle inspection and maintenance fees generated to fund LIRAP. Out of these amounts, not more than \$252,903 in each fiscal year shall be used by the TCEQ for costs associated with administering the LIRAP and all remaining funds shall be used as LIRAP grants to local governments.

Amounts appropriated in Air Quality Assessment and Planning also include \$4,829,673 in each fiscal year of the 2016-17 biennium out of the Clean Air Account No. 151 to be used only for county-implemented local initiatives projects to reduce air emissions.

Amounts appropriated above for LIRAP grants and local initiative projects also include an estimated \$1,196,172 each fiscal year in estimated fee revenue generated from Travis County and \$483,736 each fiscal year in estimated LIRAP fee revenue generated from Williamson County. The TCEQ will allocate, at a minimum, the estimated revenue amounts collected in each of the counties during the 2016-17 biennium to provide LIRAP grants and local initiatives projects in those counties.

In addition to the amounts appropriated above, any additional revenues from vehicle inspection and maintenance fees generated from additional counties participating in the LIRAP beginning on or after September 1, 2015, are appropriated to the TCEQ for the biennium. Such funds shall be used to provide grants to local governments and to cover administrative costs of the TCEQ in administering LIRAP.

Texas Emissions Reduction Plan (TERP): Grants and Administration

The table below provides an estimated allocation for the TERP Account No. 5071 appropriations for each authorized use of the funds for the 2016-17 biennium.

PROGRAMS	FY2016	FY2017
TCEQ Administration	\$4,724,994	\$4,725,527
Regional Air Monitoring Program	\$3,000,000	\$3,000,000
Emissions Reduction Incentive Grants	\$61,733,913	\$61,741,371
Texas Clean Fleet Program (minimum)	\$5,906,242	\$5,906,908
Texas Clean School Bus (maximum)	\$4,724,994	\$4,725,527
Texas Natural Gas Vehicle Grant Program (minimum)	\$18,899,975	\$18,902,106
Clean Transportation Triangle Program (maximum)	\$5,906,242	\$5,906,908
Alternative Fueling Facilities Program	\$5,906,242	\$5,906,908
New Technology Implementation Grants (maximum)	\$3,543,745	\$3,544,145
Health Effects Study (maximum)	\$200,000	\$200,000
Research	\$1,000,000	\$1,000,000
Energy Systems Laboratory Contract (maximum)	\$216,000	\$216,000
Drayage Truck incentive Program (minimum)	\$2,362,497	\$2,362,763
TOTAL	\$118,124,844	\$118,138,163

The bill takes effect September 1, 2015.

HB 7 (Darby) Relating to the amounts, availability and use of certain statutorily dedicated revenue and accounts.

HB 7 modifies provisions governing certain general revenue dedicated funds and accounts. The bill modifies fees, eligible uses of funds, procedures, and other provisions. The comptroller is required to issue a report after each regular legislative session that itemizes each general revenue dedicated account and its estimated balance and revenue that is considered available

for budget certification. The comptroller must publish the report on the comptroller's website. The bill amends Health and Safety Code, section 382.0622, regarding vehicle inspection fees and the Clean Air Act by providing that \$2 from a portion of the initial two-year vehicle inspection fee, in addition to the general inspection fee, be remitted to the State.

The bill takes effect September 1, 2015.

HB 20 (Simmons) Relating to the operations of and transportation planning and expenditures by the Texas Department of Transportation and local transportation entities.

HB 20 requires the Texas Transportation Commission (TTC) to develop rules and implement performance-based planning and programming dedicated to providing the executive and legislative branches of government with indicators that quantify and qualify progress toward attaining TxDOT goals and objectives established by the Legislature and the TTC.

The TTC will develop performance metrics and measures as part of 1) the review of strategic planning in the statewide transportation plan, rural transportation plans, and the unified transportation program, 2) the evaluation of decision-making on projects selected for funding in the unified transportation program and statewide transportation improvement program, and 3) the evaluation of project delivery for projects in the department's letting schedule. The TTC will adopt and review performance metrics and measures and must implement periodic reporting schedules for all performance metrics and measures.

Metropolitan Planning Organizations (MPO) are required to develop a 10-year plan for the use of funding allocated to the region with the first four years of the plan being developed to meet the transportation improvement plan requirements. MPOs must also develop project recommendation criteria, which must include consideration of:

- 1) projected improvements to congestion and safety
- 2) projected effects on economic development opportunities for residents of the region
- 3) available funding
- 4) effects on the environment, including air quality
- 5) socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods
- 6) any other factors deemed appropriate by the planning organization

The bill also requires the TTC to prioritize and approve projects included in the statewide transportation plan in order to provide financial assistance. The TTC will establish a performance-based process for setting funding levels for the categories of projects in the unified transportation program and establish a scoring system for prioritizing projects. The Commission may make discretionary funding decisions for no more than 10 percent of the current biennial budget of the department.

The policing of the State Highway System by the Department of Public Safety (DPS) is removed as a permissible use of the State Highway Fund.

Related to design-build, a contract may include a maintenance agreement requiring a design-build contractor to maintain a project for an initial term of no longer than five years. The threshold is increased from \$50 million to \$150 million for projects on which design-build could be used. Design-build use on projects that are mostly designed is prohibited, as well as prohibiting the bundling of multiple projects in one design-build contract.

The Lieutenant Governor will appoint five members to a Senate Select Committee on Transportation Planning and the Speaker of the House will appoint nine members to a House Select Committee on Transportation Planning. The committees will review, study, and evaluate the following:

- 1) department projections regarding needed revenue
- 2) the development of funding categories, the allocation of funding to such categories by formula, project selection authority for each funding category, and the development of project selection criteria for commission, department, and district-selected projects
- 3) department rules and policies regarding the development and implementation of performance-based scoring and decision making for project prioritization and selection of commission, department, and district-selected projects
- 4) the use and utilization of alternative methods of financing that have been authorized by the Legislature for projects
- 5) performance metrics and measurement tools used by the department to evaluate the performance of a department project or program
- 6) the department's collaboration with State elected officials, local governments, government trade associations, metropolitan planning organizations, regional mobility authorities, and other entities when adopting rules or formulating policies
- 7) any proposed rule, policy, program, or plan of the Commission or department of statewide significance
- 8) any possible benefits of utilizing zero-based budgeting principles
- 9) any other matter the committee considers appropriate

TxDOT must submit an initial report to the select committees no later than September 1, 2015. The report will provide information necessary for the select committees to review, study, and evaluate. The committees must prepare a written report on the reviewed subjects and provide the report to the Legislature no later than November 1, 2016.

The bill takes effect immediately.

HB 122 (Pickett) Relating to the Texas Mobility Fund.

HB 122 prohibits new debt issuance from the Texas Mobility Fund (TMF) after January 1, 2015, and prohibits the use of the TMF for toll roads. TMF revenues may be used to retire debt and renew or replace credit agreements related to variable rate obligations.

The bill takes effect immediately.

HB 283 (Fallon) Relating to the requirement that certain governmental recordings of open meetings available on the Internet.

HB 283 requires a transit authority or department subject to Chapter 451, 452, 453, or 460 of the Transportation Code, certain school district boards, an elected governing body of a home-rule municipality that has a population of 50,000 or more, or a county commissioner's court for a county that has a population of 125,000 or more, to make a video and audio recording of each regularly scheduled open meeting. An archived copy of the video and audio recording of each meeting must be made available on the Internet.

The governmental body is not required to establish a separate website and can post the video on an existing website, including a publicly accessible video-sharing or social networking site. If

the governmental body maintains a website, the video should be on that website. The archived video recording must be available online no later than seven days after the date the recording was made and should be maintained for no less than two years. A government body is exempt if there is no recording from the result of a catastrophe or technical breakdown. A governmental body may broadcast a regularly scheduled open meeting of the body on television.

The bill takes effect January 1, 2016.

HB 499 (Guillen) Relating to the public transportation advisory committee. - VETOED

HB 499 amends Transportation Code relating to the membership of the current Public Transportation Advisory Committee. Term limits are implemented and the appropriate qualifications of appointed members are clarified. Members will serve for staggered terms of six years, with the terms of three members expiring on February 1 of each odd-numbered year. Members of the Public Transportation Advisory Committee are appointed by the Governor, the Lieutenant Governor, and the Speaker of the House of Representatives and will each appoint:

- 1) One member who represents a diverse cross-section of public transportation providers and may be employed by a transit provider or organization representing transit providers.
- 2) One member who represents a diverse cross-section of transportation users and may not be employed by a transit provider or organization representing transit providers.
- 3) One member who represents the general public and who may be on the staff of a MPO or rural transportation planning organization, but may not be employed by a transit provider or organization representing transit providers.

[This bill was vetoed by the Governor.](#)

HB 565 (Burkett) Relating to powers of private toll project entities.

HB 565 amends the section of the Transportation Code related to the Texas Transportation Commission's approval of a private turnpike or toll project. Before the Commission approves a project concerning a private turnpike or toll project, it must hold a public meeting in the region in which the project will be located.

The bill also amends the section related to the use of eminent domain by a toll road corporation. A private toll road corporation is prohibited from exercising the power of eminent domain. The private toll project entity is allowed to enter into an agreement with a public toll project entity to finance, construct, maintain, or operate a toll road.

The bill takes effect September 1, 2015.

HB 685 (Sheets) Relating to the production of public information under the public information law.

HB 685 allows a political subdivision of the State to refer open records requestors to the political subdivision's website in response to the request when appropriate. A requestor may be referred to an exact Internet location on a website maintained by the political subdivision and accessible to the public if the requested information is identifiable and readily available on that website.

If the person requesting the information prefers a manner other than access through the Internet/website, the political subdivision must supply the information in the usual manner

required, in the office or through the mail. If an officer for public information for a political subdivision provides by email an Internet location or website address, the email must contain a statement indicating that the requestor may nonetheless access the requested information in person or through the mail.

The bill effect September 1, 2015.

HB 735 (Israel) Relating to the collection of information regarding the number of alternatively fueled vehicles registered in the State.

HB 735 establishes a Texas Department of Motor Vehicles (DMV) program to collect information about the number of alternatively fueled vehicles registered in Texas. The DMV will submit an annual report to the legislature that shows, at a minimum, the number of vehicles registered in the State that use electric, hybrid, compressed natural gas and liquefied natural gas.

The bill takes effect September 1, 2016.

HB 790 (Burkett) Relating to a study on the implementation and effectiveness of sound mitigation measures on certain highways.

HB 790 requires the Texas A&M Transportation Institute to conduct a study assessing the implementation and effectiveness of sound mitigation measures on highways that are part of the State Highway System and toll roads or turnpikes.

The study must include:

- 1) an analysis of the process and methodology used by TxDOT or toll project entity for selecting and implementing sound mitigation measures
- 2) an analysis of whether any kind of live testing is conducted at any point to determine the actual traffic noise level for neighboring properties
- 3) an evaluation of the effectiveness of the process and methodology
- 4) an evaluation of the effectiveness of implemented sound mitigation measures in reducing the traffic noise level for neighboring properties

No later than November 1, 2016, the Texas A&M Transportation Institute must submit a report on the results of the study and any recommendations to the Governor, the Lieutenant Governor, the Speaker of the House of Representatives, and the presiding officer of each standing committee of the Texas Legislature with jurisdiction over transportation matters.

The bill takes effect immediately and expires on August 31, 2017.

HB 991 (Bohac) Relating to the display of notice of federal and State tax rates for motor fuel sold at retail.

HB 991 amends the Agriculture Code to require the Texas Department of Agriculture (TDA) to display a notice of the current rates of the federal and State motor fuel taxes on each motor fuel pump. The TDA would not be required to display the motor fuel tax information until the TDA is at the pump's location for an inspection or other official business, or until TDA's inventory of "Fuel Feedback?" stickers are depleted.

The bill takes effect January 1, 2016.

HB 1184 (Paddie) Relating to authorizing certain utility cost savings and alternative fuel programs as eligible for local government energy savings performance contracts.

HB 1184 amends current law related to energy savings performance contracts. An energy savings performance contract is between a local government and a provider for energy or water conservation in which the estimated energy savings offsets the cost of the energy-saving improvement measures over a specified period. Alternative fuel programs resulting in energy cost savings and reduced emissions for local government vehicles, including fleet vehicles and programs resulting in utility cost savings, have been added to the list of eligible projects for energy saving performance contracts for local governments.

The bill takes effect immediately.

HB 1394 (Burns) Relating to the composition, governance, and authority of a regional tollway authority that has or proposes to have projects located in counties that are not part of the authority.

HB 1394 allows a county that is not part of a regional tollway authority, but has a project located in that county, to become part of the authority. A county may become part of the authority when electronic toll collections account for at least four percent of all electronic toll collections on all of the authority's turnpike projects, and the population of the county is at least four percent of the aggregate population of all the counties of the authority.

The authority must create an advisory committee when it enters into a contract for its first project to be located in a county that is not part of the authority. The advisory committee must be made up of the director of the authority appointed by the Governor, an additional director of the authority appointed by the presiding officer of the board, and one member from each county that is not part of the authority and where the project is proposed to be located, to be appointed by the commissioner's court. The board may adopt rules governing the operation and duties of an advisory committee.

The bill takes effect September 1, 2015.

HB 1481 (Murphy) Relating to prohibiting the operation of an unmanned aircraft over certain facilities; creating a criminal offense.

HB 1481 creates an offense to operate an unmanned aircraft over critical infrastructure facilities if the facility is completely enclosed with a fence or barrier, marked with a sign indicating that entry is forbidden, or any portion of an aboveground oil, gas, or chemical pipeline that is enclosed by a fence or barrier that is obviously designed to exclude intruders. A critical infrastructure facility includes the following:

- 1) a petroleum or alumina refinery
- 2) an electrical power generating facility, substation, switching station, or control center
- 3) a chemical, polymer, or rubber manufacturing facility
- 4) a water intake structure, treatment facility, wastewater treatment plant, or pump station
- 5) a natural gas compressor station
- 6) a liquid natural gas terminal or storage facility
- 7) a telecommunications central switching office
- 8) a port, railroad switching yard, trucking terminal, or other freight transportation facility
- 9) a gas processing plant, including a plant used in the processing of natural gas

- 10) a transmission facility used by a federally licensed radio or television station
- 11) a steelmaking facility that uses an electric arc furnace to make steel
- 12) a dam that is classified as a high hazard by the TCEQ

A person commits an offense if the person intentionally or knowingly:

- 1) operates an unmanned aircraft over a critical infrastructure facility not higher than 400 feet above ground level
- 2) allows an unmanned aircraft to make contact with a critical infrastructure facility
- 3) allows an unmanned aircraft to come within a distance of a critical infrastructure facility that is close enough to interfere with the facility

This does not apply to actions by the following entities:

- 1) the federal government, State, or a governmental entity
- 2) a person under contract with or acting under the federal government, State, or a governmental entity
- 3) a law enforcement agency
- 4) a person under contract with or acting under law enforcement
- 5) an owner or operator of the critical infrastructure facility
- 6) a person under contract with or otherwise acting under the direction of an owner or operator of the critical infrastructure facility
- 7) a person who has the prior written consent of the owner or operator of the facility
- 8) the owner or occupant of the property on which the facility is located or a person who has the prior written consent of the owner or occupant
- 9) an operator of an unmanned aircraft that is being used for a commercial purpose, if the operator is authorized by the Federal Aviation Administration to conduct operations over that airspace

The offense is a Class B misdemeanor or a Class A misdemeanor if a person has been previously convicted.

The bill takes effect September 1, 2015.

HB 1633 (Romero) Relating to the application and notification requirements for a permit to drill an oil or gas well in or near an easement held by TxDOT. - VETOED

HB 1633 requires the Railroad Commission to adopt rules requiring an application for a permit to drill an oil or gas well to include an affirmation as to whether or not the well is located within an easement held by TxDOT or within 50 yards of one. If the Railroad Commission receives an application for a permit to drill an oil or gas well that contains an affirmation that the well is located within in or near an easement, the Commission will transmit a copy of the application to TxDOT within 14 days. This does not grant TxDOT any authority regarding the approval of an application for a permit to drill an oil or gas well.

[This bill was vetoed by the Governor.](#)

HB 1905 (Taylor) Relating to certain State and local taxes, including ad valorem taxes, and to the repeal of certain of those taxes.

HB 1905 amends the Tax Code related to certain taxes and exempts certain motor vehicles used to provide transit services, including vehicles of a metropolitan rapid transit authority operating under Chapter 451 of the Transportation Code, or a regional transportation authority

operating under Chapter 452 of the Transportation Code, from the compressed natural gas and liquefied natural gas (CNG/LNG) tax imposed.

The bill takes effect September 1, 2015.

HB 2134 (Burkett) Relating to allowing a governmental body to request clarification of a request for public information by electronic mail.

HB 2134 amends the Government Code that currently allows governmental entities responsible for public information requests to seek clarification from the requestor by electronic mail, if the request was submitted electronically. If the requestor asked for public information by email and the governmental entity sends a request for clarification by email, but does not receive a response, the request may be considered to have been withdrawn after 61 days.

The bill takes effect September 1, 2015.

HB 2167 (Smith) Relating to certain images captured by an unmanned aircraft.

HB 2167 extends the lawful purposes of capturing an image using an unmanned aircraft to include professional surveying and engineering. An image captured by a registered professional land surveyor in connection with the practice of professional surveying or an image captured by a professional engineer in connection with the practice of engineering has been added to the list of lawful purposes of capturing an image using an unmanned aircraft, provided that no individual is identifiable in the image.

The bill takes effect September 1, 2015.

HB 2521 (Coleman) Relating to the allocation and use of payments received under oil and gas leases of land owned by the State for a county road.

HB 2521 creates a new State County Road Oil and Gas Fund and requires payments received from leases of the State's oil and natural gas mineral interests from land under county roads to be deposited into the new fund. Any payment received from the leasing of oil and gas under lands owned by the State that were or may be acquired by a county to construct a county road shall be deposited to the credit of the County Road Oil and Gas Fund. Future payments from leases for land entered into on or after September 1, 2017, would be paid directly to the county treasurer for deposit to their County Road and Bridge Fund.

The County Road Oil and Gas Fund is defined as a trust fund outside the State treasury to be held and administered by the comptroller as trustee for the payment, without appropriation, to counties of money received from the leasing of oil and gas under lands owned by the State that were or may be acquired by a county to construct a county road.

The comptroller would disburse money in the fund at least twice each fiscal year, without appropriation, to the appropriate county for deposit to the county's Road and Bridge Fund. Money deposited to the County Road Oil and Gas Fund would be used by the county only for road maintenance purposes.

The bill takes effect September 1, 2017.

HB 2549 (Davis, Y.) Relating to the authority and operation of regional tollway authorities.

HB 2549 amends the Transportation Code to address issues of enforcement, billing and reporting for tollway authorities.

A tollway authority contracted to provide tolling services for a toll project would be considered the toll project entity for the purposes of enforcing unpaid tolls. The authority cannot be allowed to stop, detain or impound a vehicle unless specifically permitted to do so by a tolling service agreement.

For unpaid tolls collected by mail, the payment due date is changed from no later than 30 days to no later than 25 days after the date the authority mailed the invoice to the correct address. Timeframes associated with subsequent unpaid toll notices come from the initial 25-day deadline.

The local court assessing and collecting a fine from a vehicle owner who failed to pay a toll after repeated notices, may collect and forward to the authority, the properly assessed unpaid toll and other fees as determined by the court after a hearing or by written agreement of the vehicle owner. The bill would also allow tolling authorities to send information online, instead of by first-class mail, if the recipient agreed to the terms of electronic receipt of information and billing.

The due date for the toll authority's annual report to county commissioners has been changed from March 31 to June 30.

The bill takes effect on September 1, 2015.

HB 2612 (Pickett) Relating to a report to the legislature regarding the elimination of toll roads.

HB 2612 requires TxDOT to submit a report by September 1, 2016, to the House and Senate Transportation Committees that:

- 1) lists of the amount of debt on bonds issued for each toll project in the State
- 2) identifies bonds that would be appropriate for accelerated or complete lump-sum payment of debt service
- 3) proposes a plan to eliminate all toll roads in the State (except for tolls on roads constructed, operated, or maintained only with proceeds from the issuance of bonds by a toll project entity other than TxDOT)

The bill takes effect September 1, 2015.

HB 2853 (Anderson) Relating to the municipal sales and use tax for street maintenance.

HB 2853 extends the period before expiration of the municipal sales and use tax for street maintenance for "certain large cities with a population of more than 150,000, intersected by two interstate highways, where the street maintenance sales tax has been approved by the voters at a general election twice before and by at least 66 percent of the voters each time." This would apply to the City of Grand Prairie.

Currently, if voters have previously authorized a street maintenance sales tax, a reauthorization election must occur every four years. The bill provides an option of putting an eight year authorization period on the ballot. A city council could still elect to put a four-year authorization

period on the ballot if desired. The bill also adds the maintenance and repair of existing municipal sidewalks among the authorized uses of revenue from municipal sales and use taxes for street maintenance.

The bill takes effect immediately.

HB 3225 (Murr) Relating to lane restrictions for certain motor vehicles in highway construction or maintenance work zones.

HB 3225 allows TxDOT to restrict a commercial motor vehicle to a specific lane within a construction or maintenance work zone if a traffic study conducted by the department indicated that such a restriction was necessary to improve safety. TxDOT is then required to erect signs or other traffic control devices to indicate which lane was for commercial vehicles. A lane restriction may not be enforced until the appropriate traffic control devices are in place.

TxDOT's Executive Director could rescind the lane restriction if it was determined that the restriction was no longer needed to improve safety. The lane restriction would expire if the lane was no longer in a work zone. If a TxDOT lane restriction was rescinded or expired, TxDOT is required to remove the signs and other traffic control devices indicating the lane restriction.

The bill takes effect September 1, 2015.

HB 3628 (Geren) Relating to the adoption by the Department of Public Safety (DPS) of rules governing the use of unmanned aircraft in the Capitol Complex; creating a criminal offense.

HB 3628 requires the director of the DPS to adopt rules governing the use of unmanned aircraft in the Capitol Complex. The rules may prohibit use or authorize limited use of unmanned aircraft in the Capitol Complex. This offense is a Class C misdemeanor, or a Class B misdemeanor if the rule has been violated previously. The DPS director will adopt the new rules no later than December 1, 2015. An offense committed before that date is governed by the law in effect immediately before the effective date of this Act.

The bill takes effect September 1, 2015.

HB 3777 (Collier) Relating to the establishment and governance of certain regional transportation authorities.

HB 3777 amends the Transportation and Tax Codes by changing the population brackets in Chapter 452 related to the Fort Worth Transportation Authority and modifies the governance of that regional transportation authority. The description of the transportation authority created by that chapter now specifies that such an authority would have no municipality with a population of more than 1.1 million, instead of 800,000 as in current law. References to the 1.1 million population are updated throughout the bill.

The membership of the board is changed from nine to 11 members. The principal municipality's governing body would appoint one of the new seats, and the county commissioner's court would appoint the other. If the principal municipality was not entirely located within one county, the county commissioner's court would appoint both of the new seats.

Finally, the bill provides criteria for determining the total financial obligations of an entity that has a population of less than 10,000 and wishes to withdraw from the authority. This applies to an election to withdraw that is ordered before, on, or after September 1, 2015, and expires August 31, 2016.

The bill takes effect September 1, 2015.

HB 4025 (Keffer) Relating to funding to counties for transportation infrastructure projects located in areas of the State affected by increased oil and gas production, including money from county energy transportation reinvestment zones. - VETOED

HB 4025 amends the Transportation Code relating to the current Transportation Infrastructure Fund by changing the formula by which the grants from the fund are allocated among counties. This is a clean-up bill of SB 1747 (83R) to ensure funds are going toward their intended purpose.

All references of "zone" are changed to "county" throughout the bill. The bill mandates that weight tolerance permits must be related to oil and gas activities when being used to factor grant awards. Language is also modified so that horizontal wells are weighed higher against vertical wells. Criteria is modified to add new reporting requirements to allow TxDOT to spend more on the administration of the program, widen the area in which projects may be completed to encompass the county, and restrict the amount that counties may spend on administration to \$100,000.

[The bill was vetoed by the Governor.](#)

SENATE BILLS

SB 57 (Nelson) Relating to information collected by a regional tollway authority, regional mobility authority, regional transportation authority, metropolitan rapid transit authority, or coordinated county transportation authority.

SB 57 provides that certain personal account information collected by a regional tollway authority, regional mobility authority, regional transportation authority, metropolitan rapid transit authority, or coordinated county transportation authority is not subject to disclosure under the State's Public Information Act. Personal information includes a person's name, address, e-mail address, phone number, account number, password, payment transaction activity, toll or charge record, credit, debit, or other payment card number and other personal financial information. This change will not prohibit law enforcement or judicial requests for information.

The bill takes effect immediately.

SB 530 (Hancock) Relating to the licensing of vehicles for hire and passenger transportation services by certain airport governing boards; authorizing the imposition of fees; expanding the authorization to require an occupational license; amending a provision subject to a criminal penalty.

SB 530 authorizes a joint airport board operating a county or municipal airport for which the constituent agencies are home-rule municipalities with a population of more than 400,000 to license vehicles for hire, including taxicabs, and passenger transportation services providing

services to or from the airport for compensation and to impose fees for issuing the licenses. This would apply to Dallas-Fort Worth International Airport.

The bill takes effect immediately.

SB 678 (Nelson) Relating to coordinated county transportation authorities.

SB 678 caps the aggregate liability at \$125 million for a coordinated county transportation authority and a railroad that enter into an agreement to provide public passenger rail services, for all claims for damages arising from a single incident involving the provision of public passenger rail services under the agreement. This applies only to public passenger rail services provided under an agreement between an authority created before January 1, 2005, and a railroad for the provision of public passenger rail services through the use of the railroad's facilities and provided on freight rail lines and rail rights-of-way that are located in the Interstate Highway 35W/Interstate Highway 35 corridor or are a northern extension of existing passenger rail service provided by the authority in the Interstate Highway 35E corridor.

The liability does not affect the amount of damages that may be recovered under statutory provisions relating to a railroad's liability for injuries to employees or the federal Employers' Liability Act or other limitation of liability applicable under other law to an authority or other provider of public passenger rail services. The limited liability does not apply to damages arising from the willful misconduct or gross negligence of the railroad. An authority must obtain insurance coverage for the aggregate liability with the railroad as a named insured.

If a coordinated county transportation authority makes any relocation necessary due to eminent domain, the authority will provide relocation assistance in accordance with certain Property Code provisions.

The board of directors may authorize the negotiation of a contract without competitive sealed bids if the contract is less than the greater of \$50,000 or an amount that would require a municipality to comply with specified Local Government Code provisions relating to competitive requirements for purchases.

The bill takes effect September 1, 2015.

SB 754 (Watson) Relating to the use of money in the Motorcycle Education Fund account for certain motorcycle safety programs.

SB 754 expands the authorized uses of money deposited to the credit of the Motorcycle Education Fund account to include the defrayal of the cost of conducting the motorcyclist safety and share the road campaign.

The bill takes effect September 1, 2015.

SB 1237 (Taylor) Relating to Internet broadcasts of open meetings held by the policy board of a metropolitan planning organization.

SB 1237 requires a MPO that serves one or more counties with a population of 350,000 or more to broadcast live video and audio over the Internet of each open meeting held by the organization's policy board in a manner that complies with provisions of the State Open Meetings Act relating to Internet broadcast of open meetings. MPOs must also make available

through the organization's website, the archived video and audio for each meeting for which live video and audio was provided.

The bill takes effect September 1, 2015.

SB 1467 (Watson) Relating to authorizing the collection of a service charge on certain electronic toll collection customer account payments.

SB 1467 allows TxDOT toll customers to make electronic toll account payments. A private entity is allowed to assess a service charge in addition to the amount paid on the TxDOT toll account. The Texas Transportation Commission would set the maximum service charge, which may not exceed \$3.

The bill takes effect September 1, 2015.

SB 1512 (Hancock) Relating to the Texas Department of Motor Vehicles Fund.

SB 1512 re-creates the Texas Department of Motor Vehicles (TxDMV) Fund as a special fund in the State treasury outside the General Revenue Fund to support the operations and duties of TxDMV and all revenue dedicated to the TxDMV will be rededicated. On September 1, 2016, the comptroller is required to transfer \$23 million from the General Revenue Fund to the TxDMV Fund.

The bill would take effect September 1, 2016.

SB 1812 (Kolkhorst) Relating to transparency in the reporting and public availability of information regarding eminent domain authority; providing a civil penalty.

SB 1812 requires the comptroller to create an eminent domain database and make it accessible on a website no later than September 1, 2016. The eminent domain database will include the following:

- 1) the name of the entity
- 2) the entity's address and public contact information
- 3) the name of the appropriate officer or other person representing the entity and that person's contact information
- 4) the type of entity
- 5) each provision of law that grants the entity eminent domain authority
- 6) the focus or scope of the eminent domain authority granted to the entity
- 7) the earliest date on which the entity had the authority to exercise the power of eminent domain
- 8) the entity's taxpayer identification number, if any
- 9) whether the entity exercised eminent domain authority in the preceding calendar year by the filing of a condemnation petition
- 10) the entity's website address or contact information for a member of the public to obtain information from the entity

The database information will be updated at least annually, will be searchable, and a fee will not be charged to the public to access the database. The comptroller may consult with the person representing each entity to obtain the information necessary to maintain the eminent domain database.

Public and private entities authorized by the State to exercise the power of eminent domain will report the required database information to the comptroller no later than February 1 of each year. Depending on when an entity is created, the report may be submitted at a later date specified in the bill.

If an entity does not submit a timely report, the comptroller will provide written notice to the entity of the violation subject to a penalty of \$1,000. The comptroller may provide a second notice with an additional penalty. The reporting, failure to report, or late submission of a report by an entity does not affect the authority to exercise the power of eminent domain. The comptroller may adopt rules and establish policies and procedures to implement this.

The bill takes effect September 1, 2015.

SJR 5 (Nichols) Proposing a constitutional amendment dedicating a portion of the revenue derived from the State sales and use tax and the tax imposed on the sale, use, or rental of a motor vehicle to the State Highway Fund.

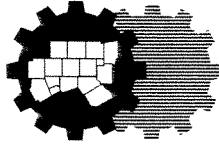
SJR 5 would require the comptroller to deposit \$2.5 billion of general sales tax each year to the State Highway Fund, when the level of sales tax exceeds \$28 billion in that State fiscal year. This takes effect in September 2017 and expires August 31, 2032. The comptroller will then deposit 35 percent of the motor vehicle sales tax each year into the State Highway Fund, when it exceeds the first \$5 billion in that State fiscal year. This takes effect in September 2019 and expires August 31, 2029. The Legislature can vote to extend the expiration and may do so in 10-year increments.

Money deposited to the credit of the State Highway Fund can only be appropriated to construct, maintain, or acquire rights-of-way for public roadways other than toll roads or repay the principal of and interest on general obligation bonds (Prop 12 bonds).

The Legislature can vote to reduce the amount to be deposited into the State Highway Fund by a two-thirds vote, if necessary. The comptroller may be directed to make that reduction only in the State fiscal year in which the resolution is adopted, or in either of the following two State fiscal years, and by an amount or percentage that does not result in a reduction of more than 50 percent of the amount that would otherwise be deposited to the fund in the affected State fiscal year.

The ballot will be printed to permit voting for or against the proposition: "The constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales, use, and rental tax revenue to the State Highway Fund to provide funding for non-tolled roads and the reduction of certain transportation-related debt."

The proposed constitutional amendment will be submitted to the voters at an election to be held November 3, 2015.



North Central Texas Council Of Governments

June 15, 2015

Mr. Kelly Selman, P.E.
 District Engineer
 Texas Department of Transportation
 Dallas District
 4777 E. Hwy. 80
 Mesquite, TX 75150

Mr. Brian Barth, P.E.
 District Engineer
 Texas Department of Transportation
 Fort Worth District
 2501 Southwest Loop 820
 Fort Worth, TX 76133

Dear Mssrs. Selman and Barth:

In April 2012, the Dallas-Fort Worth region implemented the 511DFW Traveler Information System as part of the Integrated Corridor Management project. 511DFW is operated by Dallas Area Rapid Transit (DART) and hosted at DalTrans Transportation Management Center. The 511 system provides speed and travel time, transit and road conditions, weather, and other information accessible by website and telephone, within and for the air quality non-attainment counties of the DFW region. The 511 website includes a MY511 personalization option which allows a user to enter personalized route information, so that the system will recognize the user and provide information more quickly for those routes that have been previously requested. In addition, this summer the region plans to release a mobile application for 511DFW.

For the current Fiscal Year (FY), 2015, the funding for the program was provided through a partnership between DART, the Texas Department of Transportation (TxDOT), and the North Central Texas Council of Governments (NCTCOG); each agency paying one-third of the operational cost. For FY2016, the funding for the program has been changed to 80 percent Congestion Mitigation Air Quality (CMAQ) Program funding and the requisite 20 percent local match, provided by DART. To operate and maintain this system on an annual basis costs approximately \$1.5 million. Now that 511DFW has been in operation for more than three years, and the current contract with the vendor is close to expiration, a new procurement process will be initiated following an independent evaluation of the current 511DFW system. DART, TxDOT and NCTCOG are all participating in this evaluation and the plan is to complete the evaluation by the fall of 2015. In addition, DART is securing a contractor to continue the program through FY2016 as partner agencies determine how best to proceed in FY2017.

NCTCOG is requesting assistance from TxDOT to determine if 511DFW should be incorporated into a statewide 511 system for Texas. NCTCOG would like to discuss this possibility and to understand TxDOT's vision for this type of system. Please contact me at (817) 695-9241 to inform us of your interest. I look forward to hearing from you.

Sincerely,

Michael Morris, P.E.
 Director of Transportation



Kenneth Barr
Chairman
Tarrant County

Bill Moore
Vice Chairman
Collin County

William D. Elliott
Director
Governor's Appointee

Matrice Ellis-Kirk
Director
Dallas County

Gary E. Kloepper
Director
Denton County

Mojoy Haddad
Director
Tarrant County

Michael R. Nowels
Director
Denton County

George (Tex) Quesada
Director
Dallas County

Jane Willard
Director
Collin County

Gerald E. Carrigan
Executive Director

P.O. Box 260729
Plano, TX 75026

5900 W. Plano Parkway
Plano, TX 75093

(214) 461-2000
Fax (214) 528-4826
www.ntta.org

June 12, 2015

The Honorable Mark Riley
Chairman, Regional Transportation Council
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Dear Judge Riley:

On behalf of the North Texas Tollway Authority Board of Directors and staff, it is with great pleasure that I congratulate you on the start of your tenure as chair of the Regional Transportation Council.

As you know, the role of transportation continues to become increasingly important to the development of rural and urban regions across Texas. We certainly saw this throughout the just-finished legislative session. NTTA will continue to partner with the Regional Transportation Council, our member counties and legislative leadership as we work to fulfill our role as the region's toll road provider. Being responsible and transparent stewards of the region's toll revenue in those efforts remains our priority, along with delivering a safe transportation network.

I have asked staff to schedule an opportunity for us to visit at a time most convenient for you. You may also contact Carrie Rogers, Director of Government Affairs, at (214) 243-5202 or crogers@ntta.org.

I look forward to working with you in your new role as chair of RTC.

Sincerely,

Kenneth Barr
Chairman

Cc: Regional Transportation Council
NTTA Board of Directors

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NORTH TEXAS TOLLWAY AUTHORITY

Kenneth Barr
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June 10, 2015

The Honorable Mike Cantrell
Chairman, Regional Transportation Council
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Dear Chairman Cantrell:

On behalf of the North Texas Tollway Authority Board of Directors, thank you for your leadership over the past year as Chairman of the Regional Transportation Council. Your commitment to preserving local transportation funding choices has been critical to this region's economic strength. Where infrastructure goes, communities grow – and nowhere is that more evident than right here in North Texas.

With the most recent legislative session now behind us, I also want to thank you and the members of the Regional Transportation Council for your support of NTTA. I congratulate all of our transportation partners on a successful effort to identify and secure – with the voters' support – existing revenue to fund much-needed mobility projects throughout this great state.

Again, I sincerely thank you for all that you have done and I know will continue to do for North Texas.

Sincerely,

Kenneth Barr
Chairman

Cc: Regional Transportation Council
NTTA Board of Directors

Editorial: Legislature brings long-overdue progress on transportation

Published: 01 June 2015 05:48 PM

Updated: 01 June 2015 05:48 PM

Texas lawmakers have made a long overdue, multibillion-dollar statement on the importance of transportation.

After years of scrimping and borrowing to try to keep pace with road-building needs, the Legislature prepared an infusion of new money that needs one last step — voter approval this fall.

If there's any question that the money is needed, consider the bottom line on our state's mushrooming population: 1,000 new Texans a day. The growth is great for the economy and props up the "Texas miracle" narrative. But all those people need safe roads and bridges to drive on, and the cost is staggering.

The Texas Department of Transportation gave lawmakers a target to shoot for two years ago: \$5 billion a year, just to maintain the roads we've got and do basic expansion. This year's Legislature got within striking distance. Voters should follow with their stamp of approval in November.

There was never real drama over whether lawmakers would find serious transportation cash this year. Going in, road funding was a consensus priority among legislative leaders and Gov. Greg Abbott, and the state treasury is flush.

The question instead became what the package would look like. A one-word description: *complicated*.

The lion's share — \$2.5 billion a year — would come from a proposed earmarking of sales taxes for the highway fund after collections pass a certain threshold. That would start in late 2017. Two years later, the highway fund would get a share of the motor vehicle sales tax, yielding another \$250 million a year to start. These two changes are subject to voter approval in November.

Lawmakers delivered on one other promise — ending so-called diversions of fuel taxes and registration fees from the highway fund to support agencies including the Department of Public Safety. DPS and the others will instead be funded through the general budget, leaving the highway fund with an extra \$1.3 billion over two years. Good for that.

The final new infusion for roads was Prop 1, as proposed by lawmakers in 2013 and approved by voters last November. That earmarks a portion of oil- and gas-production taxes for the highway fund, to the tune of about \$1.2 billion a year.

If there's a downside to all this, it would be the strings attached: Most of the new money couldn't be used on tolled projects. That would keep it out of reach for a proposed rebuilding of LBJ's eastern portion similar to the LBJ overhaul across North Dallas as a hybrid part-free, part-tolled road. Urban mega-projects like LBJ East may face needless delays because of limits imposed by Austin, and that's too bad.

There's one other thing to cheer from the Legislature's transportation category, and this was something that *didn't* happen. Lawmakers snuffed attempts to crimp a private company's ability to advance a proposed Dallas-Houston high-speed rail line. Should the bullet train project succeed, Texas could boast a showpiece transportation project, and it's good that lawmakers didn't derail the effort at an early stage.

New highway cash

These sources of road money approach the \$5 billion-a-year goal lawmakers had for roadway funding:

\$2.5 billion: from earmarking a portion of sales taxes, beginning in late 2017; requires voter approval.

\$250 million: from earmarking a portion of motor-vehicle sales taxes, beginning in late 2019; requires voter approval.

\$600 million: from ending "diversions" of highway fund money (mostly fuel taxes and registration fees) to support agencies like the Department of Public Safety; effective this year.

\$1.2 billion: from last year's voter approval of Prop 1, which earmarks a portion of gas- and oil-production taxes to the highway fund; already in effect.

Gov. Greg Abbott signs transportation bill near downtown Dallas' Horseshoe Project

By BRANDON FORMBY

Transportation Writer

Published: 02 June 2015 10:28 PM

At a heliport overlooking the \$800 million Horseshoe Project around downtown Dallas, Gov. Greg Abbott on Tuesday signed into law new regulations for how planners pay for transportation projects.

The law requires TxDOT to develop and implement a ranking system that evaluates which transportation projects get state funding.

It also requires metropolitan planning organizations like North Texas' Regional Transportation Council to consider congestion, economic development, environmental impacts and socioeconomic effects when ranking long-term construction plans.

The House and Senate in the final days of the session approved a multibillion-dollar annual boost to the Texas Department of Transportation's budget for roads. Abbott called that move, which must be approved by voters, historic.

The two-pronged financing effort would give TxDOT an additional \$2.5 billion a year in general sales tax revenue once that revenue stream reaches \$28 billion. It raised a little more than \$27 billion last year. The measure would also send 35 percent of motor vehicle sales tax revenues that exceed \$5 billion to the state highway fund, which is expected to initially give TxDOT \$250 million and grow from there.

The measure calling for a statewide referendum on the new funding doesn't require the governor's signature.

Earlier in the day, Abbott signed a bill designating a portion of U.S. Highway 287 through Midlothian the Chris Kyle Memorial Highway. Kyle, the deadliest sniper in American history, was shot and killed at a gun range in 2013. Abbott called Kyle, subject of the Oscar-nominated movie *American Sniper*, a hero.

Abbott also signed into law a requirement that TxDOT study how much money it would take to pay off the debt on all state-subsidized toll roads and develop a plan for removing tolls on those highways.

With new expressway finished, Hurst is booming

By Elizabeth Campbell

liz@star-telegram.com

City officials say their decision to adopt the slogan “50-yard line” to describe their spot along the 13.5-mile North Tarrant Express corridor is paying off.

Steve Bowden, the city’s executive director of economic development, told members of the Tarrant Regional Transportation Coalition recently that the headaches and problems associated with the \$2.5 billion construction project were kept at a minimum because of communication and planning.

“It was a nice Christmas present,” Bowden said, describing how Hurst is moving forward after the NTE completed the project nine months ahead of schedule.

Restaurants continue to pop up along the freeway — In-N-Out Burger and Outback Steakhouse — have been in place for months and the current buzz is about the June 18 grand opening of a Dairy Queen on the NTE frontage road at Precinct Line Road exit.

Pollo Tropical, a casual dining restaurant with a Caribbean theme, is scheduled to open July 1.

Bedford and Euless have also seen upticks in restaurants and retail along and near the NET in recent months.

Bowden said other businesses are looking at locating along the NTE in Hurst, but did not name them because negotiations are ongoing.

Bowden said at the height of construction, the Hurst-Euless-Bedford Chamber of Commerce, Texas Department of Transportation, NTE Mobility Partners and Hurst, Euless and Bedford made a strong effort to help the businesses stay afloat by forming the Airport Freeway Task Force.

One campaign involved banners displayed at North East Mall, which read: “Time for some retail therapy.”

The chamber also created a “lunch mob” to visit restaurants along the construction zone.

“We took the approach that if you can’t beat ’em, join ’em,” Bowden said.

Other shops/restaurants include a state-of-the-art Starbucks, a Potbelly Sandwich Shop and Pei Wei Asian dining locating in a former Marshal's building.

Bowden said the highway expansion has had a positive effect on Hurst.

"It is going to be super as far as what is yet to come to our city," he said.

Elizabeth Campbell, 817-390-7696

Read more here: http://www.star-telegram.com/news/local/community/hurst-eules-bedford_news/article23294961.html#storylink=cpy

Nonprofit's role in Dallas' Trinity park raises questions of transparency, influence

By BRANDON FORMBY [Follow @brandonformby](#) bformby@dallasnews.com

Transportation Writer

Published: 05 June 2015 12:57 PM

Updated: 05 June 2015 01:21 PM

Dallas' long-held dream to turn the Trinity River floodplain into a massive park filled with recreational amenities is portrayed as a game changer that will alter how residents — and the world — view the city.

But City Hall's dependence on a private nonprofit to raise tens of millions of dollars to fund more than bare-bones infrastructure has raised questions about the transparency and influence surrounding one of the biggest public works projects in Dallas history.

There are intertwining personal and professional connections between Trinity Trust Foundation leaders, city contractors and elected officials, according to interviews, campaign finance reports and city emails obtained by *The Dallas Morning News*.

Included in that network of people are urban planners who helped develop a vision for the first phase of the Trinity Parkway toll road, even though the Trinity Trust does not raise money or advocate for that piece of the overall river corridor project.

The toll road was a heated topic on the campaign trails in the May City Council elections. Candidates' stances influenced some endorsements and campaign contributions, but it's unclear how much it motivated voters.

Still, the June 13 runoff elections that will decide four remaining council races also will determine whether road supporters or opponents have a majority on the 15-member council. Early voting in the runoffs ends Tuesday. In all, there will be six new council members overseeing the entire river corridor project.

City emails also show that Trinity Trust president and director Gail Thomas worked closely with city staffers overseeing a contractor's development of recreation features after a board member donated \$105,000 through the nonprofit for the work.

Critics say those situations mean a small group of affluent Dallas residents has much more influence over the project than the residents who might one day enjoy the park.

"There's a pattern here over the last decade that the public is a hindrance to this project rather than a critical component of developing the vision," said Angela Hunt, a former City Council member and longtime critic of how the city manages the Trinity River Corridor Project.

But Thomas, Trinity Trust board member Deedie Rose and Mayor Mike Rawlings said the partnership isn't about power or influence. It's aimed at raising money for the kinds of amenities that will turn the floodplain into a grand park -- the same kind of features the city simply can't afford.

Rawlings said the partnership is transparent. He noted that the City Council's acceptance and disbursement of Trinity Trust donations must occur at public meetings. Thomas' presentation of recreational amenities developed from the city contract that her nonprofit funded also occurred in public view.

But, Rawlings said, many haven't paid close attention to the planned park because controversy surrounding the toll road has stolen the limelight away from such endeavors.

Despite the limited knowledge about Trinity Trust donors who choose to remain anonymous, Rawlings said there's "no question" the city should continue accepting private funds for public projects. He, Thomas and Rose pointed to Klyde Warren Park, the AT&T Performing Arts Center and other city landmarks as successful projects that required charitable donations.

"Dallas has a long-standing culture of creating public good through private giving," Thomas said. "We are so fortunate. Not all cities have people who give so generously toward the benefit of all."

\$576 million budget

The city has a \$576 million budget for the river project, which also includes flood-control improvements, the toll road, planned lakes and several other amenities within or near the levees. More than \$492 million already has been spent, leaving \$84 million.

About \$246 million of that money came from a bond package that voters narrowly approved in 1998. The Trinity Trust was formed seven years after that election with the goal of raising private funds for amenities the City Council added on top of what voters approved.

The organization has raised more than \$60 million for several projects that have already dramatically changed the city's skyline — and the ways in which residents interact with the river.

Those include the Margaret Hunt Hill bridge; the under-construction Interstate 30 bridge named for Margaret McDermott, the celebrated philanthropist and mother of the Trinity Trust's chairwoman; and a man-made whitewater kayaking wave on the river.

It also includes the Continental Avenue pedestrian bridge, which in recent weeks has provided thousands with up-close views of the river that swelled from its banks after record rains and covered land earmarked for the park.

Rose praised Thomas for tirelessly raising money and working with other government agencies so Dallas can have something enviable in the space between the river levees.

"Gail Thomas deserves a total medal," Rose said. "For decades she has cared about the Trinity River being restored as a river and not to be in a concrete ditch. No one has any idea how hard she has worked."

Zip line, spray parks

Last year, as a funding shortfall forced the city to scale back plans for three large lakes inside the river levees, Rose gave \$105,000 to the city so it could hire an urban planning firm to design amenities around the planned bodies of water.

According to the council resolution accepting the donation, the money was “in exchange” for awarding the work to the Philadelphia firm Wallace Roberts and Todd. City officials and Rose later bemoaned that wording and denied that the nonprofit was deciding who gets contracts. Rose said she had no input in who was hired and that the city chose WRT. The firm was selected to save money because it had previously worked on the river corridor project, officials said.

City Council member Philip Kingston, a critic of how the city has managed the corridor project, said the wording made it confusing to the public about who is driving the project.

The firm produced renderings and cost estimates for a number of amenities around the lakes, including a zip line over the river, spray parks, a BMX track and a climbing wall. The Trinity Trust is using those drawings and estimates to solicit the \$76 million needed to build the features.

Rose said the features are needed to draw people to the lakes, especially since the bodies of water are now designed to be much smaller than originally planned.

“If we’re only going to build something small, let’s do it in a way where it’s good right now and it can be expanded in the future,” Rose said.

‘Close personal friends’

An executive with Wallace Roberts and Todd was later named to the team of experts who developed plans for the first phase of Trinity Parkway’s construction. That team was overseen by Larry Beasley, whom the city has tapped to help revamp how it approaches urban planning.

Beasley said he is “close personal friends” with Mary McDermott Cook, who chairs the Trinity Trust. The nonprofit gave at least \$5 million to the city for the signature arches being constructed on the new bridge being named for Cook’s mother.

Cook, who declined to comment, also gave \$5,000, the maximum allowed, for Rawlings’ successful re-election bid last month, according to campaign finance reports.

Beasley said that no personal or professional ties to civic leaders or City Hall influenced the so-called dream team’s recommendations for the Trinity Parkway.

“Everywhere I work in the world, I try to understand the issues from many perspectives by listening to people, but I make up my own mind in my own way,” he said. “Every member of the charrette team has more to lose from not being direct and honest in our advice than by shaping that advice to what anybody might prefer.”

Rose said Cook is a key reason Trinity Trust is able to raise tens of millions of dollars. Rose said the local, state and national causes that have benefited from the charity of Cook’s family gives her credibility when she asks Dallas’ affluent for donations to the corridor project.

“They are great philanthropists,” Rose said. “When somebody has given a lot of money, they can ask for it from other people.”

Private sector is key

Longtime critics of how the city has managed the river corridor project said the “cozy” connections give disproportionate influence to a select few.

“They believe that they know best about the Trinity and the public doesn’t need to worry its pretty little head about this project other than to feel confident the watercolors will accurately represent what will be constructed,” said Hunt, the former council member.

Kingston said the city should be soliciting more comment about the park, lakes and recreation amenities from the public because the finished product will be owned by taxpayers. He stopped short of saying the city should halt partnerships with nonprofits.

“We’re lucky to have people who want to help us, but it doesn’t preclude us from our duty to provide transparency,” he said.

Rawlings agreed that the city’s actions should be transparent. But he said accepting anonymous donations and involving the Trinity Trust aren’t about power. He portrayed the situation as a side effect of a cash-strapped municipal government trying to bring ambitious goals to life.

“If we want to get this park built, we’re not going to be able to fund it with bond money,” Rawlings said. “We’ve run up our credit card and we’ve got other issues we’re going to have to deal with, so the private sector’s going to be an important part of this.”

<http://www.dallasnews.com/news/transportation/20150605-nonprofits-role-in-dallas-trinity-park-raises-questions-of-transparency-influence.ece>

Editorial: High-speed rail deserves a chance

June 9, 2015
By Robert Poole
Special to the Star-Telegram

Texas Central Railway proposes to privately finance, build and operate a high-speed passenger rail line between Houston and Dallas.

Opponents mistakenly claim that taxpayers will be stuck subsidizing the rail line, but this project actually provides a welcome opportunity for the private sector to deliver a fast, affordable transportation option with little or no risk to taxpayers.

Texans Against High-Speed Rail cites a 2013 [study](#) by my Reason Foundation colleague Baruch Feigenbaum that critiques government-funded, politically designed rail systems that cost taxpayers small fortunes.

Texas Central Railway says they agree with the main points in the Reason report — and that their project is fundamentally different. After looking into the details, I agree.

Like the privately funded All Aboard Florida project now underway to link Miami with Orlando, TCR has identified a corridor (out of 97 it analyzed) they believe has the right kind of distance (240 miles), two very high-population metro areas on either end and relatively low construction cost (flat terrain and no major tunnels or bridges).

By using faster (Japanese Shinkansen) trains, they will offer 90-minute trip times at fares competitive with airlines.

Farmers and ranchers are concerned about having their property acquired via eminent domain or their tranquility impaired by high-speed trains.

TCR says their needed width is just 100 feet, about the right of way of two-lane farm-to-market roads.

They plan to use eminent domain (as pipelines, electric companies and railroads are allowed to do) only as a last resort after making market-value offers for purchases or easements. Much of the line will be elevated, permitting highways and animal movements beneath it.

They say the Shinkansen technology is quieter and has less vibration than other passenger rail systems.

As in Florida, opponents say there will inevitably be taxpayer subsidies, since high-speed rail is almost never self-supporting from its passenger revenues (as the Reason report and many other studies make clear).

TCR says they will neither seek nor accept government grants or subsidies of any kind. They will consider federal credit assistance such as loans under the Transportation Infrastructure Finance and Innovation Act (TIFIA) and/or the Railroad Rehabilitation & Improvement Financing (RRIF) program.

Like the Florida project, TCR might seek DOT approval to issue tax-exempt private activity bonds (PABs), which are widely used on highway public-private partnership projects.

PABs are backed by project revenues. Taxpayers are not on the hook if the project defaults; only the bond buyers are.

Texas Central Railway and All Aboard Florida are private-sector projects, to be done via project finance that must be paid back from the project's own revenues. There is little or no risk to taxpayers, federal or state, in either project.

Whether either one can build their project within the estimated budget or attract the riders and revenue in their financial models remains to be seen. That is the legitimate concern of those who choose to invest equity in the project or to buy its bonds.

Both projects should receive the same legal and regulatory treatment as any other railroad — no more, no less, as long as there are no taxpayer monies involved.

After the sorry track record of politically defined passenger rail systems, I am very interested to see what the private sector can do.

Robert Poole is director of transportation at Reason Foundation.

<http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article23614000.html>

Fort Worth authority signs deal for TEX Rail cars

June 9, 2015

By Gordon Dickson

gdickson@star-telegram.com

Officials working on the proposed TEX Rail commuter train project have gone from being a laughingstock to ordering rolling stock.

After enduring years of doubts about their ability to pull off construction of the [27-mile commuter rail line](#) from downtown Fort Worth to Grapevine and DFW Airport, TEX Rail officials on Tuesday officially inked a contract to order rail cars.

The T President/CEO Paul Ballard, left, and Stadler Rail CEO Peter Spuhler after signing contracts for new TEX Rail cars from Swiss maker Stadler Bussnang AG at Intermodal Transportation Center in Fort Worth. | Max Faulkner Star-Telegram

The \$106.7 million order with Switzerland-based [Stadler Bussnang AG](#) is enough to pay for eight rail cars and enough parts to cover 10 years of maintenance. The rail line is tentatively scheduled to open by the end of 2018, and is on course to receive enough federal grant funding to cover roughly half its nearly \$1 billion total cost.

The Federal Transit Administration last week gave approval for the T to advance TEX Rail into the engineering phase preceding construction. The move authorized the T to place its order for rail cars.

“We’ve gone from being a project on life support to a project that’s full of life,” said Scott Mahaffey, board chairman of the Fort Worth Transportation Authority, also known as the T, which is responsible for TEX Rail.

Mahaffey and several other T officials took part in a signing ceremony Tuesday at the Intermodal Transportation Center in downtown Fort Worth. Joining him at the ceremony was Peter Spuhler, Stadler owner and chief executive.

Spuhler said Stadler was considering opening a manufacturing plant in Lewisville, adjacent to the Denton County Transportation Authority’s maintenance yard, to build the TEX Rail cars. The [Denton agency](#) also uses Stadler rail cars, but a different model.

Manufacturing the rail cars in North Texas would help Stadler Rail comply with federal [Buy America](#) laws. Those laws require that the cost of components produced in the U.S. make up more than 60 percent of the cost of all components and that final assembly of rolling stock take place in the United States.

In addition to selling rail cars to Fort Worth and Denton, Stadler has a contract with a commuter line in Austin.

“We’ve got three members from Texas, and I think this is a very strong investment in Fort Worth,” Spuhler said after the signing ceremony.

He said a handful of other possible locations for a manufacturing site, including one in Utah, were still under consideration. A final decision on where to build the Stadler cars should be made during the summer.

Wherever the manufacturing plant is built, it likely will create 80 to 100 jobs, another Stadler official said.

FLIRT cars

The specific type of rail car planned for use on TEX Rail is a Stadler FLIRT, an acronym for [Fast Light Innovative Regional Train](#). It is known for providing an extraordinarily quiet ride, panoramic windows and level boarding so people with disabilities don't have to navigate steps.

Denton's A-train operates with a similar model.

TEX Rail is scheduled to serve 10 stations, including two stops in downtown Fort Worth, stations in Haltom City, North Richland Hills, Grapevine and a terminus at DFW Airport's Terminal B.

The projected average daily ridership is more than 10,000 in its initial year of service.

The T is on track to get a full-funding grant agreement from the federal government by early 2016, possibly sooner, said Bob Baulsir, the T's vice president of TEX Rail and procurement.

Also, the T plans to install new railroad tracks and concrete ties along most of the 27-mile TEX Rail track, and that work is scheduled to begin next year, Baulsir said.

The T has \$25 million on hand to place the order for the cars and has access to state and federal grant funds as well as millions of dollars in its fund balance to cover costs if full federal funding is delayed. The T can also issue debt if necessary, Baulsir said.

The rail cars are a type known as diesel multiple units. They are self-propelled, with the engines embedded in the passenger cars, so a locomotive isn't needed.

The operator rides in a control room at the front of the lead passenger car.

The TEX Rail cars will be the first Stadler FLIRT models to operate on diesel fuel, Spuhler said. Stadler FLIRTs in places such as Estonia are electrified, he said.

The diesel multiple units are designated as the official regional rail car for the Dallas-Fort Worth area, said Michael Morris, transportation director for the North Central Texas Council of Governments.

The rail cars will likely be used on many other rail lines, including a proposed extension of the TEX Rail line along the Cotton Belt corridor into Addison, Carrollton, Dallas, Plano and other cities.

<http://www.star-telegram.com/news/traffic/your-commute/article23613976.html>

Some solid TEX Rail news

The real news from the Fort Worth Transportation Authority, the T, on Tuesday was not the \$106.7 million order its officials signed with a Swiss company to provide advanced rail cars for the TEX Rail line, although that was a big deal.

The top news wasn't that Stadler Bussnang AG, the maker of the cars, might open a manufacturing facility to build them in Lewisville. That's a big deal, too, and it could provide 80 to 100 new jobs.

The biggest thing from the T's Tuesday event featuring the Stadler contract was that the TEX Rail project is about to reach the tipping point that will ensure federal funding for roughly half of its nearly \$1 billion cost.

TEX Rail will connect downtown Fort Worth with the northernmost terminals at DFW Airport. The T is now expected to get its funding early next year.

Reconstruction of the line's 27 miles of track also is expected to start next year. Passenger service is set to begin by the end of 2018.

Read more here: <http://www.star-telegram.com/opinion/editorials/article23693317.html#storylink=cpy>

Editorial: Tossing a tool out of the toolbox

Published: 11 June 2015 06:42 PM

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A critical tool is suddenly gone from the Texas transportation toolbox. Blame shortsighted politics.

It became a popular rallying cry for state lawmakers to declare war on highway tolls this year. They won that battle, and North Texas transportation planners are now scrambling for ways to build mega-projects, like LBJ East, that were conceived as partially tolled roadways.

The original plan was this: Drivers would have the option to use new free lanes or tolled express lanes. The toll revenue would have made LBJ East more affordable and possible to build sooner.

Lawmakers against tolls, including rookie GOP Sens. Don Huffines of Dallas and Bob Hall of Edgewood, still insist they want LBJ East to go forward quickly, although entirely toll-free.

There's an obstacle in the way called *arithmetic*, and it's questionable that ideological fervor can solve it.

North Texas' long-term roadway plan was already underfunded by more than \$10 billion, and that was assuming \$13 billion in revenue from tolled or part-tolled future projects. Now, the region is deeper in the hole.

It doesn't help much that Texas voters passed Prop 1 last year, to tap the Rainy Day Fund for roads, or may pass another proposition in November, to draw on the state sales tax. Both multibillion-dollar pools of money will be off-limits for tolled projects, a concession to anti-toll passions in the Capitol.

The ongoing \$2.6 billion rebuilding of LBJ Freeway across North Dallas is a prime example of using "every tool in the toolbox" for transportation. The state put up less than a fifth of the cost. Private investors brought cash and took out loans for the rest, in return for long-term tolling rights on six added lanes.

That deal was hatched in the leanest of times for state highway dollars. Refusing to raise fuel taxes, lawmakers created major borrowing programs instead, and they hatched public-private, toll-based financing models that made expansion of LBJ possible in North Dallas.

It's now not possible, unfortunately, to use that same model to advance the badly needed LBJ East, which runs across Dallas, Garland and Mesquite, from U.S. 75 to Interstate 30, at a cost ranging beyond \$2 billion, depending on the configuration.

Here's a political irony: One concentration of anti-toll fervor is the legislative delegation from Collin County, which is crisscrossed by three major tollways. On the one hand, these lawmakers could claim toll fatigue in their districts, but on the other hand, toll financing brought their districts direct shots to D/FW International Airport that wouldn't otherwise exist.

Now, eastern Dallas County is next in line for a modernized highway, only to confront roadblocks that didn't exist for other communities.

One source of optimism is the new I-635 East Legislative Caucus, formed to get the project jump-started in the face of the new reality. Huffines and Hall are among the group's eight lawmakers. They should be sure to bring calculators to the first meeting next week. Big arithmetic problems are waiting.

Riley elected chair of Regional Transportation Council

ARLINGTON – Parker County Judge Mark Riley was elected chair of the Regional Transportation Council on Thursday and will lead the 44-member transportation policymaking body for the next year.

Riley, who has served as vice chair for the past year, replaces Dallas County Commissioner Mike Cantrell, whose one-year term has expired. Grand Prairie Mayor Ron Jensen was named vice chair, and Cedar Hill Mayor Rob Franke is the new secretary.

http://www.weatherforddemocrat.com/news/riley-elected-chair-of-regional-transportation-council/article_b2fc2616-11f8-11e5-a4ca-33acaa04c73a.html

Editorial: Texas needs federal road trust fund

June 16, 2015
By Scott Haywood
Special to the Star-Telegram

At the end of May, the U.S. House voted to extend federal transportation funding for two months in an attempt to prevent the interruption of the nation's infrastructure funding that had been scheduled at end of this month.

While this is a commendable step forward, representatives in Washington must continue to press forward and find a long-term, sustainable solution to extend the Highway Trust Fund.

Unless Congress acts, funding for transportation projects will run out by the end of July.

In the final days of the 84th Texas legislative session, lawmakers made a long-overdue, multibillion-dollar commitment to the importance of transportation, with sources of road money approaching the \$5 billion-per-year goal lawmakers had for roadway funding in Texas.

It is time for Congress to follow suit at the federal level.

The fund reimburses states for the cost of highway improvements and mass transit projects.

This is paramount. A special transportation committee of Texas business and civic leaders, working with the Texas Transportation Institute, recently calculated Texas' unmet transportation needs at \$5 billion annually.

Why does the failure to extend the fund matter?

- Transportation projects boost local economies.
- Poor transportation infrastructure hurts our global competitiveness.
- Congestion raises the cost of doing business.
- As a result, good jobs are not created.

The average Texan loses \$1,000 and 44 hours every year due to congestion.

The booming growth that Texas is experiencing further necessitates the need for this investment in infrastructure.

This economic growth is good for our families and communities, but it also strains our roads and other crucial infrastructure as the state continues to grow.

Our organization estimates another 18 million Texas vehicles by 2040. Without the proper investments, gridlock and roadway safety will worsen and our economy and quality of life will suffer.

The current law, which was passed in 2012 and funded construction for two years at a total cost of \$109 billion, was extended last summer for eight months. But patchwork extensions make it difficult for states to budget for these long-term, multi-year construction projects.

The Obama administration has proposed a six-year extension at a cost of \$478 billion, but mostly pays for it by taxing corporate profits currently stored overseas. That is likely a nonstarter for many Republicans.

Solutions for funding the Trust Fund, such as raising the gas tax, are politically tough, even with gas prices down near \$2 a gallon.

The gas tax hasn't been raised since 1993, and greater fuel efficiency means cars drive further for less gas tax revenue, which puts a strain on our highway system.

A negotiated solution is urgently needed.

I was encouraged to hear Speaker of the House John Boehner (R-OH) say earlier this year that funding highway improvements is "critically important."

Our transportation infrastructure should be a top priority, because responsible investment in transportation infrastructure will lead to stronger economic growth, providing Americans with easier access to jobs.

Scott Haywood is president of [Move Texas Forward](#), a nonpartisan organization that works to educate and inform Texans about the importance of funding transportation infrastructure.

<http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article24667444.html>

Long flood recovery in store for North Texas cities

By Gordon Dickson

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In terms of deaths, injuries and lost homes, the western part of North Texas was largely spared the worst during last week's flood, after the remnants of Tropical Depression Bill blew through the already rain-soaked region.

But over the next few weeks, once the water recedes, a massive financial toll likely awaits many cities and other government agencies in Tarrant County.

In Grapevine, rebuilding may take three to four months and cost tens of millions of dollars. About \$13 million in damage was caused by flooding during the record May rainfall that preceded Bill by just a couple of weeks. City officials haven't even begun to put a price tag on the damage caused by Bill — except to say it appears to be even worse.

Even as sunny skies return, many of Grapevine's parks remain submerged in dirty flood water. Some of its baseball fields and soccer pitches are likely to be unplayable for weeks or much longer.

"We expect some of our parks to be under water for about 100 days," said Grapevine Mayor William D. Tate, who late Wednesday signed a disaster declaration and sent voluntary evacuation orders to residents of 800 apartments near Lake Grapevine and its source, Denton Creek.

Like many cities, Grapevine typically builds many of its outdoor amenities in a flood plain, to make use of otherwise extraneous green space. The problem is, during years of particularly heavy rain, the flood plains can fill with water, making the amenities unusable and sometimes damaging them.

Portions of the city's 27-hole municipal golf course in the shadow of Lake Grapevine dam may have to be completely rebuilt, which could take many months. The course remains closed until further notice.

Roads also were damaged. The cost of repairing highways such as Farm Road 2499 between Grapevine and Flower Mound as well as bridges and other infrastructure damaged by rushing water likely will be tens of millions more, officials from various agencies said.

Local officials will look to state leaders for help covering those costs.

First disaster declaration

Tate had not signed a disaster declaration in 39 years at the city's helm, until last week. It was the fourth time in the mayor's memory that water had poured over the dam spillway — but in previous floods, when the city was much smaller, fewer homes were potentially in harm's way.

In a disaster declaration signed by Tarrant County Judge Glen Whitley after the May rainfall, officials estimated \$14.3 million in damage from spring storms — about \$13 million of it related to Lake Grapevine.

Eight parks and 29 roads, most of them park roads, were still underwater from May rains when the remnants of Bill struck last week.

Nearby Dallas Fort Worth Airport must repair a sinkhole that opened next to a runway, and the initial estimate for that work is \$1.26 million, spokesman David Magana said.

Between Grapevine and Flower Mound, a \$90 million expansion of Farm Road 2499 is underway. It's unknown whether the new bridge supports being built over Denton Creek were damaged by flood water. The unfinished concrete supports were submerged in flood water beginning Thursday morning, their wooden construction scaffolding barely visible above the crest of the swollen creek.

“We were prepared for the potential flooding and were able to move equipment and materials from the Denton Creek area before the waters began to rise,” said Kristen Stieg, spokeswoman for the contractor, Northgate Constructors. “Once the water recedes, we will be able to better assess the situation.”

Also, several hundred yards of existing FM 2499 pavement in Flower Mound were under three feet of water when the lake began to overtake the highway Thursday afternoon. That area, which wasn't part of the construction zone, could require significant repairs, but the Texas Department of Transportation won't know for sure until the water evaporates or drains away.

On Fairway Drive, the road that cuts across the Lake Grapevine dam heading toward Flower Mound, the top layer of asphalt was sheared off by water rushing over the spillway. An estimate of repair costs hasn't been made yet.

Fairway Drive is closed until further notice.

Golf course closed

Grapevine Golf Course, which was built in 1979 on the “dry” side of Lake Grapevine dam, has been closed since May rainfall flooded the area.

The course was expanded to 27 holes in 2003, using \$5.8 million in revenue bonds and certificates of obligation. It averages about 65,000 rounds of golf per year.

City officials were on the verge of re-opening nine holes when last week's flooding struck, and now there is no timetable for re-opening any of the course.

The hilly course is widely considered one of the best golfing bargains in the Metroplex, with high-quality fairways and green, and greens fees of less than \$50.

All of those hills and crevices were exposed to damage by rushing flood water.

City officials hope the damage is minimal, but are bracing for the possibility they will need to rebuild large swathes of cart paths and bridges, and possibly replace damaged grass.

Residents cope

For most Grapevine residents, last week's rising flood waters were a close call, a stern warning of the damage Mother Nature can do, often with little warning.

But in the end, as the waters began to recede Sunday, it wasn't really a big deal, several residents said.

"It's just inconvenient," Matthew Meadows, a marketing professional in nearby Coppell, muttered as he left his home at the Marquis Apartments on Grapevine Mills with an overnight bag. He planned to stay at his brother's home nearby for a few days.

Chris Wise, a home remodeler who just moved into Marquis Apartments two weeks ago, rushed home Thursday morning to gather a few belongings and make sure anything left behind in the first-floor apartment wouldn't be damaged if rain came in.

"I've got to go back in about an hour and start putting some valuable stuff up — furniture, stereo stuff," he said.

Wise has heard from neighbors that Denton Creek is usually a serene body of water, and a great place to take a walk just outside their complex. But since he moved in, the creek has been engorged with flood water.

"I've only been here two weeks. I haven't seen it in its normal state," Wise said, adding that he has heard the creek is normally about 15 feet wide, but last week it swelled to 10 times that size. "Two weeks ago it was high. Now it's unbelievably high."

Benbrook campground hit

While Grapevine, Flower Mound and DFW Airport seem to be bearing the brunt of the financial blows from flooding, many other cities and other local government agencies will likely suffer losses as well.

At Lake Benbrook, a campground at Holiday Park was extensively damaged, and remains underwater.

Army Corps of Engineers officials hope "part of the campground can be open by Labor Day," spokesman Jim Frisinger said.

“After the water goes down, assuming there’s no more rain, (a maintenance supervisor) can get people in to repair the camp sites and have electrical connections,” Frisinger said.

It could be weeks before the corps fully grasps the damage to area lakes and infrastructure, he said.

“We’ll be taking some aircraft flights over the next several weeks to check our levees,” he said.

This report includes information from the Star-Telegram archives.

Gordon Dickson, 817-390-7796

Read more here: <http://www.star-telegram.com/news/local/article25164457.html#storylink=cpy>

Transportation funds key to healthy economy, U.S. Chamber exec says in Dallas

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By BRANDON FORMBY bformby@dallasnews.com

Transportation Writer

Published: 24 June 2015 10:41 PM

Updated: 24 June 2015 10:55 PM

After Congress' continued failure to fully fund the nation's infrastructure needs, the U.S. Chamber of Commerce's transportation chief hopes a bill passed by a Senate committee Wednesday is a step toward a long-term solution.

But Janet Kavinsky admits there's one big hill to climb before the bill can help solve the country's infrastructure funding woes.

"The issue is the revenue," Kavinsky said. "Where are we going to come up with nearly \$100 billion?"

Kavinsky discussed the bill and myriad other transportation issues with area business leaders at the Dallas Regional Chamber on Wednesday. In an interview after that closed-door meeting, Kavinsky said her organization supports raising the federal gas tax drivers pay at the pump to help fill the gap. Yet, she also quickly pointed out the near political impossibility of such a tax hike becoming a reality.

"We're open to discussions, but there's just not a lot out there that is really transportation-related," she said of federal revenues.

Congress for years has struggled to fund long-term transportation needs. Lawmakers have continuously passed short-term extensions to highway funding legislation, but Kavinsky said several legislators are growing weary of another short-term patch for highway funds that are set to run out at the end of next month.

"It's coming to a point where Congress has to do something," she said.

She cheered the Senate Environment and Public Works Committee's passage earlier in the day of a bill that would boost spending on highway projects for six years and

give state and local governments more flexibility to spend federal money on local projects.

The bill, which hasn't yet been funded, would increase spending by about 3 percent a year and would also provide new funding to improve freight delivery.

“Our nation's roads and highways have suffered under too many short-term extensions, which have led to higher costs, more waste, and less capability to prioritize major modernization projects to address growing demands on our interstates,” said Sen. Jim Inhofe, R-Okla., chairman of the Senate Environment and Public Works Committee.

Kavinoky said that Dallas leaders asked during the closed-door meeting Wednesday afternoon about how much federal agencies spend on transit vs. highway construction, the possibility of speeding up projects' environmental review and how officials can encourage the use of technology to solve transportation issues.

The transportation director said the vast majority of U.S. consumer products and services come from outside the country, meaning transportation is a key part of the economy. Congestion and poor mobility end up costing more than keeping up with transportation demand would cost, she said.

“We can either bleed money out of the economy or we can use transportation investment to boost it,” she said.

The Associated Press contributed to this report.

Getting from place to place is frustrating for those in Far North Dallas 'transit desert'

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Andy Jacobsohn/Staff Photographer

Cindy Foster walks along a twisting dirt path on Haverwood Lane where no sidewalks exist and transit options are few and far between.

By BRANDON FORMBY bformby@dallasnews.com

Transportation Writer

Published: 26 June 2015 11:57 AM

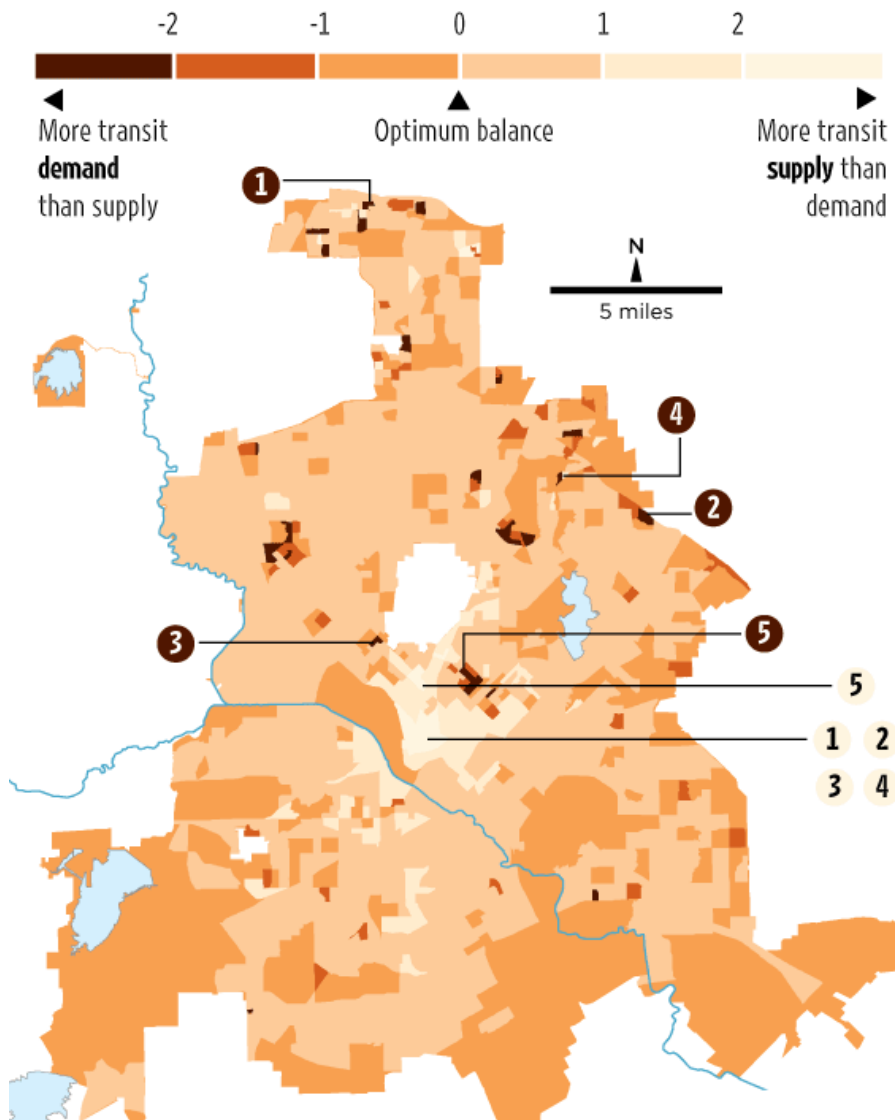
Updated: 26 June 2015 12:50 PM

Transit deserts in Dallas

Areas of major cities that don't adequately support the demand for public transportation are known as "transit deserts." The good news for Dallas is that a recent study by the University of Texas at Austin found that Dallas has a very good balance of supply and demand for much of the area.

● Largest positive gaps		● Largest negative gaps	
1. Downtown	7.16	1. Dallas North Tollway and Bush Turnpike	-8.59
2. Downtown (East)	5.18	2. I-635 and Walnut Hill Lane	-8.32
3. Downtown (North)	4.19	3. Dallas North Tollway and Lemmon Ave.	-6.02
4. Downtown (West)	3.77	4. Royal Lane and Skillman St.	-5.73
5. Oak Lawn (North Hall St.)	3.61	5. Old East Dallas (Bennet Avenue)	-5.59

GAP BETWEEN TRANSIT SUPPLY AND DEMAND



SOURCE: Dr. Junfeng Jiao and Aaron Nichols, University of Texas at Austin

After overdue Dallas Area Rapid Transit buses kept making her late, Deekota Parker got fired from McDonald's near Valley View Center. The 20-year-old then got a job at a Wal-Mart in Lake Highlands. But off-schedule buses, misaligned connections and drivers who simply passed her up kept making her late there, too.

"No matter how early I leave, I'm always late," she said Tuesday.

Parker lives in Far North Dallas, at the southeast corner where Dallas North Tollway and the Bush Turnpike intersect. University of Texas at Austin researchers recently named the area, which is home to more than 5,000 people, the worst "transit desert" in Dallas.

The area is mostly made up of apartment complexes clustered around just a handful of neighborhood streets. It's miles from any light-rail stop. A north-south bus line that connects Addison to west Plano is the only fixed transit route that runs through the neighborhood. Buses come about every half-hour during weekday rush hours, but run only hourly the rest of those days and Saturdays. There is no Sunday service.

Dr. Junfeng Jiao, an assistant community and regional planning professor at UT's School of Architecture, led the research project that identified gaps between transit demand and service in Texas' largest cities. He said a transit desert is a census tract where the likely demand for public transportation is high, but the amount of service — and walkable access to transit stops — is low.

The concept is similar to food deserts, neighborhoods where residents have poor access to healthy and affordable meals and groceries. Because the study looked at only large cities, none of the 12 North Texas suburbs that are DART member cities were evaluated.

Jiao said the study looked at each census tract as its own neighborhood to determine how easy it is to leave that area and get around the city, whether residents are trying to get to work, doctor's appointments, leisure activities, relatives' houses or grocery stores.

The aim is to underscore for policymakers and transit planners where their services are lacking.

"Public transit is a public good," Jiao said.

DART officials who reviewed UT's study for *The Dallas Morning News* said the data can be misleading. But they admitted service could be improved in the Far North Dallas neighborhood with the worst score from researchers. Agency officials said

they'd like to introduce a major east-west bus route along Frankford Road but currently don't have funding.

“That’s one of the corridors we’ve identified that probably does deserve service in the future,” said DART planning and development vice president Todd Plesko.

The UT study comes as DART officials consider a dramatic overhaul to its bus routes and schedules, but there is no timetable for implementing changes.

More than 92 percent of Dallas tracts were at or near the optimal balance between demand and service. But for people like Parker, who live in the handful of areas with large gaps, daily life is often dependent on routes, schedules and driver timeliness that is out of their control.

“They will pass you up,” Parker said just minutes after a Route 347 bus skipped a stop where two people were waiting to board.

DART’s view

The five neighborhoods with the least amount of service per likely demand also include northern and far eastern portions of Lake Highlands, a portion of Love Field surrounding Lemmon Avenue and part of Old East Dallas. DART officials took issue with some of the study's findings. Chief among them: use of the term “transit desert.”

“It makes it sound like there is none,” Plesko said.

Plesko said some neighborhoods that ranked poorly in UT’s study have little to do with service and more to do with researchers’ methods of determining demand. Scores were based on population, income, number of car owners but also factored in walkable access to stops and stations. Plesko said areas with high concentrations of apartments scored poorly because most complexes are essentially a collection of buildings centered around private streets or parking lots that buses can’t reach.

One of the areas Plesko took issue with is Vickery Meadow, east of Central Expressway and north of Northwest Highway. Another is Woodmeadow Parkway in Far East Dallas. The DART executive said those are among neighborhoods with high density due to apartment complexes whose buildings sit on private roads or parking lots that DART buses can't reach. But, Plesko said, the public streets in both areas are as covered as possible with DART routes and stops.

“Our argument is it’s sort of a statistical anomaly,” Plesko said. “We’ve got buses on every single street you can put them on.”

In the ongoing DART assessment of its routes, officials are currently analyzing bulk cellphone data that uses GPS to identify origins and destinations of DART passengers throughout the agency's 13-city area.

“We’re able to see where people spend the night and where they go to work,” Plesko said.

More routes?

While DART recognizes a need for more service near Parker’s Far North Dallas neighborhood, it’s not yet clear if or when more routes would be added. There’s no timeline for completion of the systemwide changes that could come out of the agency’s self assessment. An east-west route on Frankford would likely be costly and officials haven’t yet identified a funding source.

James Arthur, who also lives in Far North Dallas, said he doesn't have any problems with DART or its schedules. Arthur has a car but takes a bus four times a week to a volunteering gig he picked up in Richardson after retiring as a nightclub owner.

“It’s better than fighting traffic,” he said.

But Parker finally gave up on the agency two months ago. After continuing to be late to work, she now has her mom take her to and from work.

John Kimble, who also lives in a nearby apartment complex and doesn’t have a car, takes the bus to his Oak Cliff job for a container company every day. After a two-hour trek home on Wednesday, he also complained about being late to his job when bus and train connections don’t line up.

His biggest complaint: service that ends early on Saturday and doesn’t exist on Sundays. And because DART is operating on a Sunday schedule for Independence Day, Kimble’s holiday options are limited.

“I have a family reunion in Plano and I won't go because they don’t have service,” he said.

Dallas tab for Trinity project \$610 million so far, document shows

By ROBERT WILONSKY rwilonsky@dallasnews.com

Staff Writer

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The city of Dallas has spent nearly \$610 million on work related to the Trinity River corridor project, according to a city document sent to Mayor Mike Rawlings and the Dallas City Council late Friday.

Assistant City Manager Mark McDaniel also posted the document on the city's corridor project website.

That number includes completed projects, such as the Margaret Hunt Hill Bridge, trails in the Great Trinity Forest, the Texas Horse Park, pump stations along the levees, and the Trinity Audubon Center; those in the works, such as lakes; and those still being debated — namely the Trinity River toll road.

The figure includes only money raised in the city's 1998, 2003, 2006 and 2012 bond programs as well as grants and private money that came to the city, said Sarah Standifer, interim director of the city's Trinity Watershed Management, which oversees the Trinity project.

But the amount does not include money spent by the Texas Department of Transportation, the Army Corps of Engineers or other partners that have helped fund Trinity-related projects, most involving transportation and flood control.

"In addition to the city's bond funds," McDaniel wrote, "our partners have provided over \$1 billion in funding for projects that have been completed or are underway."

Of that \$1 billion, an \$800 million chunk is being spent by TxDOT on the Horseshoe project to rebuild the Interstate 30 bridge over the river.

At least one council member wishes the expenditures by partners had been included in the spreadsheet sent to the council.

"I have high confidence in Mark McDaniel," Philip Kingston said. But "the numbers don't add up."

For instance, the document says \$46,611,330 in bond, grant and private funding has been spent to date on the Hill Bridge. But that's far from a complete number.

According to an accounting provided by TxDOT to *The Dallas Morning News* in February, the first of two Calatrava bridges over the Trinity River actually cost \$182 million. TxDOT spent nearly \$47 million just to acquire land.

“We don't have a total accounting of what's been done,” Standifer said. “We've allowed everyone to keep their own data. If it's city money or money that came to the city in a council resolution, we have to have an accounting of it.”

The city still has about \$89 million in bond money, grants and private donations in reserve for various projects.

More than half of that is for the Trinity Parkway toll road (\$36 million) and lakes (\$11 million). However, the council could vote to shift that money elsewhere, Standifer said.

“Things could change, as with any policy decision,” she said.

The unspent money also includes \$12 million left for Elm Fork flood protection-related items, although the council recently voted to reallocate some of that money toward finishing maintenance trails south of downtown with a match from the corps.

Several long-needed flood control projects are not yet funded — the Trinity Portland Pump Station in West Dallas and the Lamar and Cadillac Heights levees south of downtown, for example. The city also needs to rebuild the Charlie Pump Station and update the Delta Pump Station near the Hampton Avenue Bridge; both stations are 83 years old.

Council member Jennifer Staubach Gates asked for a detailed breakdown of corridor project expenditures in large part, she said, to show people complaining about \$900 million in street-repair needs that the city isn't actually sinking an enormous amount of money into the Trinity Parkway.

“Everyone has been asking: ‘What is the city's contribution toward the road? We have all this money to spend. Why don't we spend it on streets?’” Gates said. “The reality is that money has been allocated toward that road because it's meant for that one road, and it's not much — \$36 million — with the North Texas Tollway Authority or TxDOT or whoever picking up the rest.”

Gates said she's concerned about the proposed park and recreational amenities in the floodway.

“There’s not a lot of money we haven’t spent if you go through those numbers,” she said. “The private sector will start contributing, but how are we going to pay to maintain that parkland?”

Five things to know about the Loop 820/I-35W mess

By Gordon Dickson

gdickson@star-telegram.com

HALTOM CITY

More closures are coming this week on Interstate 35W and Loop 820 in north Tarrant County.

We know that motorists are frustrated by the delays and detours. So in an effort to help out, here are five things to know about the North Tarrant Express project.

Lane closures this week

First, what you need to know right now:

Loop 820 will be a challenging road to travel after hours for the next couple of days. All eastbound lanes of Loop 820 will be closed from 9 p.m. Monday to 5 a.m. Tuesday at the I-35W interchange. Traffic will be routed to Meacham Boulevard.

Also, traffic trying to get from I-35W to Loop 820 will be affected. All direct connectors from northbound and southbound I-35W will be closed, and traffic there will be directed to Meacham Boulevard, too.

The construction will also have a daytime impact. All lanes of the southbound I-35W frontage road will be closed from 9 a.m. to 3 p.m. Monday from Great Southwest Parkway to Gemini Place (near the Cracker Barrel restaurant). Traffic in that area will be redirected to Mark IV Parkway.

Stay informed

Sometimes the I-35W traffic is unavoidable. All it takes is one well-placed accident, and the corridor can clog up for an entire afternoon.

But there are ways to avoid more predictable forms of congestion such as construction-related lane closures, lane shifts and detours. Information about those inconveniences is almost always posted well in advance of the headache.

One really good place to get lane closure information is Northtarrantexpress.com. That site is operated by the contractors handling the massive project, and they update it aggressively.

Also, the [Star-Telegram](#) keeps a close eye on the I-35W expansion project online and in print. Besides our website and mobile app, you can follow some of our reporters on [Twitter](#), and most articles are posted on [Facebook](#).

What's the point?

So what exactly is the reason for all the mess? It's a \$1.4 billion effort to modernize the I-35W corridor from Interstate 30 near downtown Fort Worth to just north of the U.S. 287 "Decatur cutoff" south of Alliance Airport.

That corridor is perpetually ranked as one of the most congested areas in Texas, and the ramps, bridges and lane configurations are horribly out of date.

The main lanes and bridges are being rebuilt and modern ramps are being added. Some frontage roads are also being rebuilt, although there will still be spots where the access roads aren't continuous. (The state and its private-sector partners couldn't come up with the money to do everything they wanted.)

But the biggest change will be the addition of two toll lanes in each direction, making it possible for those with the will and wherewithal to essentially buy their way out of congestion.

The project is scheduled to be completed by 2018, and contractors say they are still on course to meet that deadline despite extensive delays caused by the record spring rains.

Road will be TollTag friendly

Because the rebuilt I-35W will have a combination of free lanes and toll lanes, it will be a TollTag-friendly corridor. What does that mean? It means that if you have a TollTag and have disposable income for toll roads, your stress level will likely be a lot lower on the I-35W corridor than drivers on the toll-free lanes.

The toll lanes will be electronic, meaning there are no tollbooths. Motorists can either [open a TollTag account](#) and place a sticker on their windshield or simply drive the road and allow their license plate to be photographed so they can be sent a bill. Problem is, those without a TollTag can expect to pay about 50 percent more in tolls.

So if you plan on using the toll lanes with any regularity, getting a TollTag is the smart move.

If you have experience on Houston's EZ Tag lanes or the state-run TxTag lanes in Austin and a handful of other areas, those windshield stickers will also work seamlessly on I-35W.

What else can I do?

If you don't want to deal with the traffic yourself, keep in mind you can always take the bus. The Fort Worth Transportation Authority is operating a park-and-ride lot near Alliance Town Center. It's called the [Route 63 North Park and Ride Express](#).

Riding is simple. It's an express route that goes directly to and from downtown Fort Worth, with several stops in the downtown area and a terminus at the Intermodal Transportation Center, 1001 Jones St.

To try the service, drive or get a ride to the park-and-ride lot, which is on the southbound I-35W frontage road between Golden Triangle Boulevard and Heritage Trace Parkway. Buses leave at 5:40, 6:15 and 6:40 a.m., with return trips arriving at the lot each afternoon at 5:05, 6:05 and 6:45.

A day pass is \$3.50, and cheaper fares are available for youths, seniors and people with disabilities, as well as those who buy weekly, monthly or even yearly passes.

Passes can be bought on board the buses, at the intermodal center and a [handful of other locations](#) operated by the transportation authority, also known as the T.

The bus doesn't have a magic way to get out of congestion. It uses the same crowded roads as everyone else. The benefit is that riders can leave the driving to someone else and either get some work done, meet some new friends or take a nap during the commute.

Gordon Dickson, 817-390-7796

Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article25716136.html#storylink=cpy>

Senate panel advances \$55.7B spending bill for transportation, housing

By **Rebecca Shabad** - 06/25/15 12:03 PM EDT

The Senate Appropriations Committee on Thursday advanced a nearly \$55.7 billion bill funding the Departments of Transportation and Housing and Urban Development for the next fiscal year, which starts Oct. 1.

Appropriators reported the bill out of committee in a 20-10 vote.

During the markup, Republicans wrapped in an amendment from Sen. Richard Shelby (R-Ala.) that would increase the national truck trailer length from 28 feet to 33 feet without making any changes to the national federal weight limit. It also would require the Transportation Department to conduct a study about the effects of each length.

Republicans blocked amendments from Democrats that would have boosted funding to infrastructure projects, aviation, passenger rail programs and rental assistance.

“The demands for more infrastructure investments are significant. The budget requires us to set priorities and this Senate bill makes those choices and focuses on using the taxpayer money wisely,” Chairman Thad Cochran (R-Miss.) said.

Ranking Member Barbara Mikulski (D-Md.) applauded many of the investments in the measure, but said it doesn’t go far enough because of sequestration spending ceilings that will return in October unless Congress strikes a budget deal to lift them.

“This bill is an example of where we have the will but not the wallet because of sequester-based budgeting. The real losers are America’s infrastructure needs and housing,” she said.

The House has already passed its version of the bill, which contained \$55.3 billion and less funding for Amtrak.

Under the Senate’s bill, Amtrak would receive nearly \$1.4 billion compared to the \$1.1 billion in the House measure. President Obama had requested \$2.5 billion for the rail service, which had to deal with a deadly train derailment near Philadelphia last month.

The Transportation Department would receive \$17.78 billion in discretionary funding, which is \$17 million below the 2015 level and \$3.9 billion below Obama’s request.

The FAA, for example, would receive \$16 billion, which is \$294 million above the 2015 level and \$175 million more than Obama’s request. The GOP-sponsored bill rejects the administration’s proposals for new passenger facility charge fees and transfer authority.

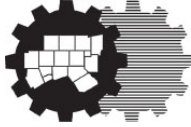
The Housing and Urban Development Department would receive \$37.56 billion for next year, which is \$2 billion more than current levels and \$3 billion less than Obama’s request.

That funding includes rental assistance and programs to address youth homelessness, among other things.

The bill contains controversial policy provisions, including one that would exempt a highway in Texas from federal truck weight limits and one that would allow public-private partnerships to be exempt from criteria the Transportation Department uses to evaluate good use of taxpayer dollars.

The House has passed six out of a dozen spending bills for fiscal 2016, but the Senate has passed none.

Senate Democrats have pledged to block all GOP spending bills that are based on sequestration budget caps, which they did on a Pentagon funding bill last week, until a budget deal is reached.



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Amanda Wilson
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Future Transportation Priorities to be Evaluated June 8

North Texans can review, give input on recommendations at public meeting and online

June 4, 2015 (Arlington, Texas) – Mobility 2040, the long-term, comprehensive transportation plan under development for North Texas, will be discussed at a public meeting June 8 in Arlington.

As the metropolitan planning organization for the Dallas-Fort Worth area, NCTCOG is required to maintain a long-term transportation plan that defines a blueprint for the region's multimodal transportation system and guides expenditures of local, state and federal transportation funds. This long-range plan must have a time horizon of at least 20 years. Staff are beginning to develop Mobility 2040 and will outline topics for public input and a schedule for work.

As projects listed in the long-term plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive list of funded transportation projects through 2018. Projects with committed funds from federal, state and local sources are included in the listing, and it is updated regularly to maintain accuracy. The current set of project modifications will be available for public review and comment.

Work related to the long-term transportation plan and shorter-term TIP is outlined in the Unified Planning Work Program, which is a summary of the transportation and air quality planning tasks conducted by the metropolitan planning organization. Draft recommendations for the Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) will also be presented for public review and comment.

The long-term transportation plan, Transportation Improvement Program and UPWP are three of the key responsibilities of the metropolitan planning organization.

Finally, Clean Air Action Day and Conformity Approval for the Mobility 2035-2014 Amendment will also be highlighted at the meeting.

Following the meeting on June 8, a video recording of the discussion will be posted at www.nctcog.org/meetings.

Public Meeting Details

Monday, June 8

2:30 p.m.

North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

About the North Central Texas Council of Governments:

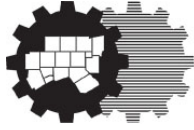
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments 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 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 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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North Central Texas
Council of Governments

PRESS RELEASE

Contact: Amanda Wilson
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Riley Elected Chair of Regional Transportation Council

Grand Prairie's Jensen, Cedar Hill's Franke also named officers for 2015-16

June 12, 2015 (Arlington, Texas) – Parker County Judge Mark Riley was elected chair of the Regional Transportation Council on Thursday and will lead the 44-member transportation policymaking body for the next year.

Riley, who has served as vice chair for the past year, replaces Dallas County Commissioner Mike Cantrell, whose one-year term has expired. Grand Prairie Mayor Ron Jensen was named vice chair, and Cedar Hill Mayor Rob Franke is the new secretary.

As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country. The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission for other programs.

The RTC also ensures transportation services are coordinated throughout the region and the metropolitan area complies with air quality regulations. Ten Dallas-Fort Worth area counties are in nonattainment for ozone and have until 2018 to meet the federal standard.

A member of the RTC since 2008, Riley is serving his fifth term as Parker County judge. He has been an advocate for local and regional transportation improvements while in office. In 2008, Parker County voters passed an \$80 million bond package to fund transportation improvements for the growing county, which has an estimated population of 124,630. This included construction of the 5.6-mile Ric Williamson Memorial Highway, a western loop around Weatherford.

Riley assumes leadership of the RTC following a legislative session that saw transportation funding increased across the state. In November, voters will consider Senate Joint Resolution 5, a proposed constitutional amendment that could add \$2.5 billion per year in state sales tax by September 2017. Additional funding is expected by September 2019, when a percentage of the state motor vehicle sales tax is earmarked for transportation.

The Legislature also approved an end of diversions of the gas tax to some non-transportation areas of the budget and restored full funding to the AirCheckTexas Drive a Clean Machine Program.

SJR 5 follows the voter-approved injection of more than \$1 billion per year through Proposition 1 in November 2014, which is helping the region build long-planned projects such as an interchange at Interstate Highway 30 and State Highway 360.

The additional funding will help NCTCOG and its partners continue to improve the multimodal transportation system of the fast-growing Dallas-Fort Worth area, which is expected to welcome more than 3.5 million new residents by 2040, pushing its population to 10.6 million.

The newly elected officers will serve through June 2016.

About the North Central Texas Council of Governments:

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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 NCTCOG.org/trans.

For more news from the NCTCOG Transportation Department, visit NCTCOG.org/trans/outreach/media.

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North Texans Take Action for Clean Air June 26

Annual Clean Air Action Day highlights nearly 20 easy ways to improve air quality

June 22, 2015 (Arlington, Texas) – For the sixth year, North Texans will join in taking action for clean air and log commitments at www.airnorthtexas.org. Clean Air Action Day, the first Friday of summer every year, celebrates how North Texans can help improve air quality.

Across the region June 26, North Texans will do something extra to reduce ozone-causing pollution. With 20 potential clean air choices, North Texans can choose what fits their schedules, whether commuting to work or starting the weekend early.

This year Air North Texas is debuting a campaign mascot to help spread the word about air quality. Arlo the Airmadillo is native to North Texas and loves outdoor hobbies and local sights. He is also affected by asthma, which means he must take precautions on Ozone Action Days, when air quality in North Texas is predicted to be unhealthy. To help our air, Arlo chooses to bike, walk and take public transit, when possible. Follow his adventures on social media with the hashtag #arlowashere.

Bicycling, walking and riding transit are just three of the ways North Texans will participate in Clean Air Action Day. There are clean air choices for how North Texans:

Get from place to place

Carpooling; riding mass transit; bicycling; walking; calling for a low-emitting taxi or limousine; using vehicle-approved biofuels; choosing a clean vehicle option if purchasing a new vehicle.

Drive when more air-friendly travel options do not meet needs

Combining trips; avoiding idling; maintaining consistent driving speed by avoiding quick accelerations and hard braking.

Tackle chores

Pursuing energy efficient home improvements; switching to energy efficient light bulbs; using an electric, hand or alternative-fuel lawnmower; confirming vehicle emissions and safety inspection is current; ensuring regular vehicle maintenance such as tire pressure checks and oil and filter changes are up to date.

Explore North Texas

Buying local or in more walkable areas where less driving is required; choosing entertainment and dining in areas where less driving is required.

Clean Air Action Day, established by the 32 Air North Texas partners, which include local governments, transportation partners and others, takes place at the height of ozone season to remind and energize North Texans to take action for clean air.

This year the city of Plano hosted several events in advance of Clean Air Action Day, including a film screening and contests. Families in attendance were able to see Arlo. The city of Grand Prairie will also hold its annual Clean Air Action Challenge, encouraging local businesses to celebrate Clean Air Action Day with new clean air initiatives for employees. Additionally, the University of Texas Southwestern Medical Center is providing an information booth and asking students to “green their routines.”

In addition to these initiatives and logging commitments at www.airnorthtexas.org, residents who use the hashtag #CAAD2015 to upload photos, videos and stories about their clean air actions to social media will have the chance to win a prize. Air North Texas is also encouraging residents to wear green to show their support.

Beyond June 26, Air North Texas partners are challenging individuals, businesses and local governments to commit to focused strategies on Ozone Action Days.

Improving air quality is the responsibility of everyone, from the 6.9 million residents to the businesses employing them and the governments making decisions every day. Air quality impacts every North Texan, and the entire region must work together to continue to improve it.

Meeting the federal air quality standard is important for the health and quality of life of residents. High ozone levels can make it more difficult to breathe deeply, cause shortness of breath and pain when taking a deep breath, or cause coughing and a sore or scratchy throat. Breathing ozone-polluted air also aggravates lung diseases such as asthma, emphysema and chronic bronchitis. Children, elderly and people with these conditions are more sensitive to ozone, but even healthy adults can be affected.

The annual Clean Air Action Day is an opportunity for North Texans to do something extra to improve air quality and, in turn, help protect the health of North Texans and preserve the economic vitality of the region.

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About Air North Texas:

Air North Texas is a regional air quality partnership and general public outreach effort. Air North Texas leverages existing resources and program strengths to offer the public a comprehensive resource for air quality information. Collaborative efforts focus on reducing harmful emissions, protecting public health and welfare, motivating residents to make choices that improve air quality and preserving the economic vitality of the region. Visit www.airnorthtexas.org to learn more.

PRESS RELEASE

PUBLIC INVITED TO OPEN HOUSE TO REVIEW FEEDBACK FOR POTENTIAL HIGH-PERFORMANCE RAIL IN DFW

Open house to present citizen suggestions scheduled for June 30

IRVING – The public is invited to an open house to review the ongoing environmental study of the DFW Core Express Service rail line proposed for the Dallas/Fort Worth area. Scheduled for Tuesday, June 30, the Texas Department of Transportation and the Federal Railroad Administration will share feedback from previous public meetings held last year relating to the potential high-performance passenger rail service between Dallas and Fort Worth.

The feedback from the public and stakeholders resulted in a new potential corridor that would use a combination of I-30 and the Trinity Railway Express (TRE) line. This route, along with other possible corridors in or near Fort Worth, Haltom City, Richland Hills, Euless, Irving, Arlington, Grand Prairie and Dallas, will be presented at the open house. Citizens are encouraged to provide comments on all the possible corridors.

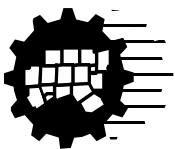
“Public feedback is critical to all transportation projects in our region. We are requesting residents that know their communities to help us plan for growth anticipated in the region and State,” said Michael Morris, Director of Transportation for the North Central Texas Council of Governments.

The open house will be held at the Heritage Senior Center located near the Trinity Railway Express (TRE) Downtown Irving/Heritage Crossing station at 200 S. Jefferson St, Irving, TX 75060. The public is invited to visit any time between 3:30 p.m. and 7:30 p.m. to review the proposed railway information. There will be no formal presentation.

For more information, visit TxDOT.gov. For media inquiries, email awilson@nctcog.org or mediarelations@txdot.gov or call (512) 463-8700.

FY2016 and FY2017 *Unified Planning Work Program*

For Regional Transportation Planning



Transportation Department
North Central Texas Council of Governments

What is NCTCOG?

The North Central Texas Council of Governments is a voluntary association of cities, counties, school districts, and special districts which was established in January 1966 to assist local governments in **planning** for common needs, **cooperating** for mutual benefit, and **coordinating** for sound regional development.

It serves a 16-county metropolitan region centered around the two urban centers of Dallas and Fort Worth. Currently the Council has **238 members**, including 16 counties, 169 cities, 22 independent school districts, and 31 special districts. The area of the region is approximately **12,800 square miles**, which is larger than nine states, and the population of the region is over **6.5 million**, which is larger than 38 states.

NCTCOG's structure is relatively simple; each member government appoints a voting representative from the governing body. These voting representatives make up the **General Assembly** which annually elects a 15-member Executive Board. The **Executive Board** is supported by policy development, technical advisory, and study committees, as well as a professional staff of 310.



NCTCOG's offices are located in Arlington in the Centerpoint Two Building at 616 Six Flags Drive (approximately one-half mile south of the main entrance to Six Flags Over Texas).

North Central Texas Council of Governments
P. O. Box 5888
Arlington, Texas 76005-5888
(817) 640-3300

NCTCOG's Department of Transportation

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation Council and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

Prepared in cooperation with the Texas Department of Transportation and the U. S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

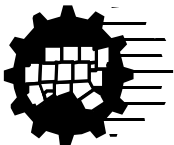
"The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department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

FY2016 and FY2017

Unified Planning Work Program

For Regional Transportation Planning

DRAFT



Transportation Department
North Central Texas Council of Governments

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Sandy Greyson Councilmember, City of Dallas	Amir Rupani Citizen Representative, City of Dallas	

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I. Introduction

The Unified Planning Work Program (UPWP) is the instrument for coordinating metropolitan transportation and air quality planning activities in North Central Texas. This Work Program includes a description of proposed work submitted to state and federal agencies that are the financial sponsors of the Program. This Unified Planning Work Program describes the transportation and air quality planning efforts in the North Central Texas region for the period of October 1, 2015 to September 30, 2017; defines the functional and financial responsibilities of participating agencies; and serves as a management tool for the participating entities. The FY2016 and FY2017 Unified Planning Work Program was developed in accordance with Moving Ahead for Progress in the 21st Century (MAP-21), as adopted by Congress and signed by the President on July 6, 2012.

Under federal law (23 USC 134 and 49 USC 5303, as amended), the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan (MTP) and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution.

The North Central Texas Council of Governments (NCTCOG), through designation by the Governor of the State of Texas, serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas. The designation of the MPO is by agreement among the units of general purpose local governments and the Governor.

In order to conduct the metropolitan transportation planning process, the State of Texas, acting through the Texas Department of Transportation (TxDOT) and the North Central Texas Council of Governments as the Metropolitan Planning Organization, have entered into an agreement referred to as the Metropolitan Transportation Planning Contract. This agreement serves to delineate the responsibilities of each organization, TxDOT in the administration of federal and State funds to support the planning process, and NCTCOG in carrying out the responsibilities of the MPO.

The Unified Planning Work Program has been prepared using the standard format for MPOs provided by the Texas Department of Transportation. The remaining portion of this chapter summarizes the overall purpose of the Unified Planning Work Program, the geographic area identified as the Metropolitan Area for Transportation Planning, the organizational structure for conducting regional transportation planning in the Dallas-Fort Worth Metropolitan Area, ongoing activities related to private-sector involvement, and an overview of planning issues and emphasis areas for Fiscal Years 2016 and 2017.

Chapters II-VI summarize the objectives-related work completed during the previous two fiscal years, and expected products for each task. Also included are individual descriptions, funding levels, and sources of funding for each planning subtask to be carried out by NCTCOG. In addition to planning activities, initiatives being carried out by NCTCOG to implement transportation programs in the region are identified. These Management and Operations initiatives are being included to provide a complete inventory of NCTCOG staff activities. Chapter VII contains strategic regional initiatives to investigate non-traditional funding methods for transportation projects in light of the decline in traditional funding sources. Funds will be sought from varying sources to support these strategic initiatives, and when received, will be categorized

as Revenue Center 6 funds. Chapter VIII provides a summary of overall funding levels and the sources of funding for each task. Chapter IX inventories other transportation planning activities across the region submitted by local governments and transportation providers. Appendix A provides a summary of policy and technical committee membership; Appendix B illustrates the Metropolitan Planning Area boundary; Appendix C contains the NCTCOG Debarment Certification; and Appendix D provides the Lobbying Certification for contracts, grants, loans, and cooperative agreements. Appendix E contains the Contract and Procurement Procedures Certification of Compliance; Appendix F contains the Ethics and Compliance Certification; Appendix G contains the NCTCOG Transportation Public Participation Plan; and Appendix H contains the Metropolitan Planning Agreement.

A. Purpose

On February 14, 2007, the US Department of Transportation published a final rule with regard to Metropolitan Transportation Planning in the Federal Register. Specifically, the proposed rulemaking addresses Federal Highway Administration 23 CFR Parts 450 and 500, and Federal Transit Administration 49 CFR Part 613. Subpart C—Metropolitan Transportation Planning and Programming calls upon MPOs, in conjunction with the state and operators of publicly owned transit, to develop Unified Planning Work Programs that meet the requirements of 23 CFR Part 420, and: (1) discuss the planning priorities facing the metropolitan area and describe the metropolitan transportation plan and transportation-related air quality planning activities anticipated within the next one- or two-year period, regardless of funding sources or agencies conducting activities, in sufficient detail to indicate who will perform the work, the schedule for completing the work, the products that will be produced, the proposed funding by activity/task, and a summary of the total amounts and sources of federal and matching funds; and (2) document planning activities to be performed with funds provided under Title 23 and Chapter 53 of Title 49 USC.

The proposed rules call upon MPOs in nonattainment areas to consult with the U.S. Environmental Protection Agency (EPA) and state/local air agencies in the development of the Unified Planning Work Program regarding appropriate tasks to support attainment of air quality standards.

MAP-21 calls for consideration of eight planning factors as outlined in Exhibit I-1 in the metropolitan transportation planning process.

EXHIBIT I-1

EIGHT FACTORS TO BE CONSIDERED IN THE PLANNING PROCESS

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and nonmotorized users.
- Increase the security of the transportation system for motorized and nonmotorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

The Federal Highway Administration and the Federal Transit Administration have reiterated Planning Emphasis Areas for FY2016 to be addressed in the Unified Planning Work Program. These emphasis areas stem from the renewed focus on transportation brought about by the current transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21); the US Secretary of Transportation, and the proposed transportation planning regulations.

As noted in MAP-21, it is in the national interest to (1) encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between states and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes; and (2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, state departments of transportation, and public transit operators as guided by the planning factors outlined in Exhibit I-1 of this document.

The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Each metropolitan planning organization shall establish performance targets that address performance measures for use in tracking progress towards attainment of critical outcomes for the respective region. These performance targets should be coordinated with providers of public transportation when applicable.

The use of performance measures has been a cornerstone of NCTCOG's metropolitan transportation planning process since enactment of The Intermodal Surface Transportation Efficiency Act of 1991. NCTCOG annually publishes Progress North Texas, a state-of-the-region report that focuses on establishing measures of system performance for which data gathered on an annual basis is used to index overall performance of the transportation system from year to year. Data reported includes demographics, congestion, air pollution, safety and project

development. Through MAP-21, national transportation performance management is being used as a strategic approach utilizing system information to make investment and policy decisions to achieve national performance goals. Consistent with NCTCOG's regional approach, the national approach is systematically applied (a regular ongoing process); provides key information to help decision makers understand the consequences of investment decisions across multiple markets; improves communications between decision makers, stakeholders, and the traveling public; and ensures targets and measures are developed in cooperative partnerships and based on data and objective information.

Provided in Exhibit I-2, are the three emphasis areas identified by FHWA and FTA: 1) MAP-21 Implementation – Transition to performance based planning and programming, 2) Regional Models of Cooperation –Ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, MPO and state boundaries; and 3) Ladders of Opportunity – Access to essential services. Included in this exhibit is additional detail on each specific emphasis area and examples of what NCTCOG is already doing or plans to do to address each of these areas.

In addition, NCTCOG staff is actively working with the Texas Association of Metropolitan Planning Organizations and the Texas Department of Transportation in building consensus regarding the appropriate transportation system and air quality performance measures for which TxDOT will be collecting data for reporting at the state level and at the metropolitan area level in coordination with the metropolitan planning organizations.

EXHIBIT I-2

**FEDERAL HIGHWAY ADMINISTRATION AND FEDERAL TRANSIT ADMINISTRATION
PLANNING EMPHASIS AREAS FOR FY2016**

Emphasis Area	Work Program Subtasks Addressing Emphasis Area
<p>MAP-21 Implementation <i>Transition to Performance Based Planning and Programming</i> Further develop performance management approach to transportation planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Appropriate UPWP work tasks could include working with local planning partners to identify how to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets. The MPOs might also explore the option to use scenario planning to develop their metropolitan transportation plan.</p>	<p>1.01 Community Outreach – Performance measures are reported for the department through the Progress North Texas state-of-the-region annual report.</p> <p>1.05 Quality Control and Field Operations – It is important to verify information provided by a performing party to ensure grant-funded activities are used in accordance with the performing party agreement. Field inspections of sub-grantees will be conducted by staff to verify various grant requirements. Outcomes from documenting retired vehicles/equipment, inspecting replacement vehicle/equipment purchases, verifying construction completion, recording digital images for documentation purposes, and reviewing sub-grantee records along with risk assessment will help refine the field inspection process.</p> <p>2.01 Travel Forecasting Support - Data collection programs and modeling activities are ongoing to benchmark travel behavior of users, including several transportation system usage statistics.</p> <p>2.02 Transportation Data Management – Performance data such as traffic counts, travel times, transit ridership, and gasoline consumption, are organized and archived for use in reporting.</p> <p>3.01 Transportation Project Programming – Many system and project performance factors are taken into account in selecting projects and programs, such as level of service and cost/benefit calculations.</p> <p>Project tracking activities have increased substantially, which will be an integral part of the performance management approach.</p> <p>3.02 Regional Air Quality Planning – In order to make sound emission-reduction control strategy decisions, it is critical to have accurate fundamental building blocks that go into those decisions. Successful transportation conformity determinations are a primary performance measure to ensure the region’s short- and long-range planning are consistent with air quality goals. In addition, analyzing a variety of emission, vehicle, and activity trends that are direct output from many of the tools utilized in traditional air quality</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area
	<p>planning, helps to ensure quality transportation information for application into other efforts.</p> <p>3.03 Air Quality Management and Operations — Performance measures are heavily relied upon to make decisions regarding the selection and implementation of air quality improvement projects to meet three elements: successful transportation conformity determination, State Implementation Plan support, and ultimately, regional compliance to the Environmental Protection Agency’s National Ambient Air Quality Standards. Examples include number of entities adopting regional policies and/or participating in regional collaborative efforts, current Dallas-Fort Worth regional ozone design value, emission source apportionments by sector, and on- and off-road emission inventory characteristics.</p> <p>3.04 Transportation and Air Quality Communications – It is important to receive feedback from the customers served to ensure overall effectiveness and audience interests. Outcomes from Google analytics, social media statistics, and direct participant participation at events help refine and shape future endeavors.</p> <p>3.06 Transit Operations – Performance measures are included in project management and program oversight for federal formula and discretionary funds for public transportation. Measures for both operations and capital grants are used in the decision-making process to maximize program outcomes with available funding.</p> <p>4.01 Metropolitan Transportation Plan – Performance measures such as level-of-service analysis and congestion assessments are outputs of the current planning processes and are documented throughout the Metropolitan Transportation Plan. In addition to these ongoing efforts, staff is reviewing proposed rulemaking related to performance measures and targets as mandated by MAP-21. Once official federal guidance is released, NCTCOG will coordinate with TxDOT to establish measures and targets that are appropriate for the regional transportation system. NCTCOG is also working with FHWA to implement elements of the Sustainable Highways Initiative to incorporate performance measures into the metropolitan transportation planning process. The focus of this work is the development of sustainable performance measures for the region’s transportation system. As work continues on a new long-range transportation plan, Mobility 2040, sustainable performance measures and supplemental measures will be incorporated to allow for the tracking of the region’s transportation system performance. MAP-21 performance measures and targets are not anticipated to be established during the Mobility 2040 development period, so they will be incorporated into the next long-range transportation plan.</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area
	<p>5.01 Regional Transportation Studies - Through new federal legislation and proposed guidance to MAP-21, the Corridor Studies/Environmental Study Support element will continue to be a performance-driven, and outcome-based program providing support in the development of corridor studies throughout the region.</p> <p>Performance measures such as report of daily volumes, peak-hour volumes, level of service, vehicle miles traveled, ridership totals, boarding and alighting figures, and other travel model data for ongoing corridor studies are evaluated for MTP recommendations and inclusion.</p> <p>Regional Passenger Rail Innovative Finance Initiative – This initiative incorporates various performance measures to determine optimum funding and financing strategies for regional passenger rail corridors.</p> <p>Regional People Mover Initiative – This initiative examines the feasibility of using light-duty passenger rail technology to connect various land uses within mixed-use developments. Performance measures are utilized extensively to determine optimum alignment and operational conditions for these very important “last mile” connections.</p> <p>High Speed Rail – NCTCOG staff utilizes performance measures extensively in this effort as a partner to TxDOT and private-sector teams examining high and higher speed rail alternatives within the Dallas-Fort Worth region. Performance measures are a critical component for the alignment, operation and transportation system connectivity analyses.</p> <p>5.02 Subarea Studies and Local Government Assistance - Through guidance from MAP-21 legislation, the 5.02 subtask provides an evaluation of multimodal transportation needs within a specific geographic area or along an arterial or transit corridor. These projects are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives. The anticipated performance-based products of this subtask can include:</p> <ul style="list-style-type: none"> • Travel demand modeling for study alternatives and alignment analysis. • Report of daily volumes, peak-hour volumes, level of service, vehicle miles traveled, ridership totals, boarding and alighting figures, the collection and transmittal of travel model networks, and performance report model outputs. • Identification of recommendations and incorporation of said recommendations in the next Metropolitan Transportation Plan.

Emphasis Area	Work Program Subtasks Addressing Emphasis Area
	<p>5.03 Land-Use/Transportation Initiatives – The Sustainable Development livability program is developing performance measures that look at the impact of program investments from the three calls for projects that have occurred since 2001. Staff is tracking the number of infrastructure and planning projects funded and completed through the program and their impact, along with the number of projects within one-half mile from a transit station to evaluate the impact of transit oriented development (TOD) funding. Additionally, efforts are underway to measure the success of bicycle and pedestrian modes of alternative transportation and to determine any commuting patterns that may exist. Staff will monitor the volume of trips, directional and time-of-day information for various locations in Dallas-Fort Worth in order to better evaluate facility use and other patterns within the region. Efforts are underway to measure the success of bicycle and pedestrian modes of alternative transportation and to determine any commuting patterns that may exist. A network of regionally significant bicycle and pedestrian corridors, and their nearby access to development are important quality-of-life components to sustainable development and effective mixed-use development. Over time staff will be monitoring the volume of trips, directional and time-of-day information for different spots. Daily counts of bicycle and pedestrian users are conducted in various locations in Dallas-Fort Worth in order to better evaluate facility use and other patterns within the region.</p> <p>5.04 Capital and Operational Asset Management System – This program focuses on gaining maximum utilization of the current system and capacity, and the use of strategic investments in the transportation system to extend the operating life of the current system, thereby delaying the expenditure of limited resources. Both observed and planning performance measures are used to balance between preserving, upgrading or replacing existing transportation assets. These performance dimensions include traffic volumes, infrastructure conditions, traffic control devices, geometric design elements, safety, land use and congestion.</p> <p>5.05 Congestion Management Planning and Operations – NCTCOG’s congestion management process, in place since 1994, relies heavily on various performance measures as the primary mechanisms for assessing levels of congestion and recommended strategies for alleviating congestion. Both observed and planning performance measures are utilized to score and rank corridors for inclusion in the Congestion Management Process. The evaluation is based on four categories including alternative roadway infrastructure, modal options, system demand, and system reliability.</p> <p>Observed data is collected and utilized to report performance measures for the following programs: The Regional Traffic Signal Retiming Program, TxDOT Partnership Program (shoulder utilization project, aggressive incident management and wrong-way driving</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area
	<p>project), and Value Pricing Pilot Program. NCTCOG staff prepares an annual report for Travel Demand Management (TDM) programs based on observed data collected by NCTCOG and partner agencies; this includes the Vanpool Program and the Regional Trip Reduction Program.</p> <p>5.07 Regional Freight Planning – Regional freight planning efforts assess the impact of truck traffic, rail freight, and other freight movement issues within and through the DFW region. This task includes the collection and analysis of data pertaining to freight mobility and safety. The analysis also includes gathering performance measures useful in monitoring changes in the freight system over time. These tasks will include continued coordination with private-sector partners in the trucking, rail, and freight forwarding businesses.</p> <p>5.08 Railroad Crossing Coordination – Railroad crossing coordination efforts collect and tabulate railroad crossing safety and performance measures regarding the regional railroad banking program, including a closed-crossing tracking system and a database to collect credits for railroad crossing closure projects. This effort also uses performance measures to identify target areas for railroad safety educational efforts.</p> <p>Transportation Safety Planning – An annual report of observed safety data including crash data, Freeway Incident Management Program data, and Mobility Assistance Patrol Program data for the Dallas-Fort Worth region is developed.</p>
<p>Regional Models of Cooperation Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination Across Transit Agency, MPO and State Boundaries. To improve the effectiveness of transportation decision making, State DOTs, MPOs, and providers of public transportation are encouraged to think beyond traditional borders and adopt a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries.</p>	<p>1.01 Community Outreach – Staff coordinates with transportation providers and surrounding regions to develop joint communications opportunities to improve information provided to the public.</p> <p>1.05 Quality Control and Field Operations – Staff coordinates with other NCTCOG Transportation program areas and Agency Administration, and communications occur between staff to ensure performing parties and activities are appropriately identified for field inspections.</p> <p>2.01 Travel Forecasting Support – Hill County, which is outside of the 12-county Metropolitan Planning Area, is included in the regional travel model due to the geography of IH 35, its split into IH 35E and IH 35W just south of the boundary, and the impact that travel on this facility has on transportation planning within the boundary. In addition, as part of the survey program and forecasting process, several coordination efforts will be made with TxDOT and local transportation agencies to avoid duplication of efforts and create a consistent and efficient analytical environment.</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area
<p>Improved multi-jurisdictional coordination by State DOTs, MPOs, providers of public transportation, and rural planning organizations (RPO) can reduce project delivery times and enhance the efficient use of resources, particularly in urbanized areas that are served by multiple MPOs. The MPOs can revisit their metropolitan area planning agreements to ensure that there are effective processes for cross-jurisdictional communication among State DOTs, MPOs, and providers of public transportation to improve collaboration, policy implementation, technology use, and performance management. State DOTs and MPOs can explore the opportunity to partner with RPOs to conduct transportation planning in nonmetropolitan areas.</p>	<p>3.01 Transportation Project Programming – Periodic coordination with other metropolitan planning organizations regarding their processes, procedures, and new developments in transportation project programming improves regional, state, and national efforts.</p> <p>3.02 Regional Air Quality Planning – NCTCOG staff actively participates in the Statewide Technical Working Group for Mobile Sources. With inclusion of Hood County into the Ozone Advance Program, NCTCOG continues quarterly discussions with other areas, including all of the Environmental Protection Agency’s Region 6 (the five States of Arkansas, Louisiana, Oklahoma, New Mexico, and Texas).</p> <p>3.03 Air Quality Management and Operations – The following programs highlight coordination and cooperation across various boundaries:</p> <ul style="list-style-type: none"> • Management and Operations Enforcement – Law enforcement efforts developed locally have been expanded to law enforcement in Houston and Austin, both training and access to NCTCOG databases containing statewide information. • Department of Energy Solar Ready – Networking with other regional areas across the country to make solar energy cost-competitive with other forms of energy. • Low-income Repair and Replacement Assistance Program and Texas Emissions Reduction Program – Coordinating with other regional administrators in Houston and Austin on program processes, outreach efforts, and various issues to improve efficiencies and effectiveness. • Diesel Inspection and Maintenance – Expanding coordination with Austin and Houston areas, in addition to the Department of Public Safety and TxDOT, to ensure efforts meet all needs. • Freight Efficiency and Smartway Efforts – Coordinating with the trucking industry to reduce emissions, which affects a large region as much of the affected truck traffic is long-haul; encouraging other agencies throughout EPA regions 6 and 7 to become engaged in promoting SmartWay strategies. • Natural Gas Shale Activities – Facilitating discussion of best practices, opportunities, and needs statewide in partnership with the Texas A&M Transportation Institute, TxDOT, municipalities, and other relevant agencies. • Clean Construction – Discussion of NCTCOG plans with TxDOT and other MPOs in the state, with hope that when implemented locally, NCTCOG’s success can be duplicated elsewhere. • Electric Vehicles North Texas – Carrying NCTCOG local efforts to those that comprise the Texas Triangle (Dallas, Fort Worth, Austin, San Antonio, and Houston) for broader implementation.

Emphasis Area	Work Program Subtasks Addressing Emphasis Area
	<p>3.04 Transportation and Air Quality Communications – NCTCOG’s Clean Cities program coordinates with other regional Clean Cities programs, and communications occur between the region’s general public awareness program, Air North Texas, and other State and regional air quality awareness campaigns to ensure consistency.</p> <p>3.05 Public Transportation Planning and Management Studies – Coordination is a high priority for public transportation within the NCTCOG region and across boundaries. Focusing on seamless public transportation services, planners facilitate partnerships and support scalable, region-wide programs for travel training, public information about transit options, and best practices for transit operations.</p> <p>5.03 Land-Use/Transportation Initiatives – Staff participates in Bicycle and Pedestrian Planning peer exchanges in other states to provide information about various funding programs and NCTCOG initiatives.</p> <p>5.07 Regional Freight Planning – NCTCOG staff serves as a technical advisor and supporter to the Texas Department of Transportation for the Texas Statewide Freight Plan. NCTCOG staff also closely coordinates with the Association of Texas Metropolitan Planning Organizations regarding freight topics germane to freight movement within Texas.</p>
<p>Ladders of Opportunity Access to Essential Services</p> <p>State DOTs, MPOs, and providers of public transportation, as part of the transportation planning process, are encouraged to identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, schools/education, and recreation. Suggested UPWP work tasks include developing and implementing analytical methods to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Other effective work tasks could include:</p>	<p>1.05 Quality Control and Field Operations – Efforts will be made to perform field inspections on performing parties and consultants to ensure activities meet agreements. This effort helps to ensure performing parties and consultants are working to meet the ongoing transportation needs of the public.</p> <p>2.01 Travel Forecasting Support – Analytical tools and data collection programs are designed to forecast ridership and roadway facilities demand. As the definitions of the essential services become more established, the tools and surveys will consider them more precisely in the process.</p> <p>3.01 Transportation Project Programming - NCTCOG has used criteria to boost ladders of opportunity via project selection for many years. For example, project selection criteria often include filling in service gaps, implementing projects in traditionally underserved communities, etc.</p> <p>3.02 Regional Air Quality Planning – National Ambient Air Quality Standards are set for pollutants considered harmful to public health and the environment, including protecting the health of asthmatics, children, and the elderly. NCTCOG will continue to utilize actual emissions data collected from the robust monitoring network existing in North Central</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area
<p>evaluating the effectiveness of public participation plans for engaging transportation disadvantaged communities in the transportation decision making process; updating the Section 5310 Coordinated Human Service Public Transportation Plans; assessing the safety and condition of pedestrian and bicycle facilities; and evaluating compliance with Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical, and transit facilities.</p>	<p>Texas. This information will be monitored in analyzing spatially (where) and temporally (when) emissions, peaks, trends, locally generated, or transported, to name a few. NCTCOG will also continue to assist with new ground-level monitor expansion, keeping in mind elements such as traffic patterns, terrain, meteorological conditions, and low-income residencies.</p> <p>3.03 Air Quality Management and Operations - Staff will continue to refine performance measures and the data utilized in order to assist in the identification of traditionally underserved populations and their connections to essential services and programs such as rural transit, alternative transportation modes, and availability of financial incentives. NCTCOG will look towards opportunities where the existing transportation system can be enhanced to minimize exposure to harmful pollutants, such as near schools, truck stops, hospitals, low-income residencies, high-volume truck activities, and others.</p> <p>3.04 Transportation and Air Quality Communications – Efforts are made to inform the region of identified solutions and availabilities for addressing gaps in transportation system connectivity, with continued focus on traditionally underserved populations. Different forms of translation, media type, and format will be utilized. Results will be tied back to performance evaluation to determine effectiveness and future directions.</p> <p>3.05 Public Transportation Planning and Management Studies – The Regional Public Transportation Coordination Plan specifically concentrates on access to essential services throughout the region and identifies strategies to address gaps in service. This planning process also informs funding decisions for public transportation and pinpoints areas where additional coordination could increase access to services for underserved populations.</p> <p>4.04 Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities – During the development of each long-range transportation plan, NCTCOG conducts an analysis of the impacts of the roadway and transit recommendations on the region's population as part of a comprehensive environmental justice analysis. These measures indicate whether there are disproportionate impacts to traditionally underserved populations, such as low-income and minority groups. Among these measures is access to special generators, including universities, hospitals, and regional shopping centers. To date, no disparate impacts to protected populations have been identified through this analysis.</p> <p>5.03 Land-Use/Transportation Initiatives – The Transit-Oriented Development program uses data collection and various evaluation techniques of sidewalk and bicycle infrastructure to</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area
	identify connectivity gaps between the 74 active rail stations in the DFW region and various nodes of employment and housing.

The North Central Texas Council of Governments and the Regional Transportation Council have also executed five Memorandums of Understanding (MOUs) with regions beyond the Metropolitan Planning Area for interregional and interstate cooperation on transportation issues that are of mutual interest to the North Central Texas region and the respective region. These MOUs have been executed with the East Texas Council of Governments and East Texas Corridor Council; the East Texas Council of Governments, East Texas Corridor Council, and the Northwest Louisiana Council of Governments; the East Texas Council of Governments, East Texas Corridor Council, Northwest Louisiana Council of Governments, and the North Delta Regional Planning and Development District/Ouachita Council of Governments; the Heart of Texas Council of Governments and Waco Metropolitan Planning Organization; and Metroplan (five-county area designated as the Metropolitan Planning Organization for the Central Arkansas Regional Transportation Study Area). Several of these agreements are on display in the Transportation Council Room of the North Central Texas Council of Governments. To advance high-speed rail planning efforts, NCTCOG and the Association of Central Oklahoma Governments, the Metropolitan Planning Organization for the Oklahoma City metropolitan area, documented an agreement to work cooperatively to evaluate and plan for potential rail service between the Houston and Oklahoma City metropolitan areas. Additionally, NCTCOG and the RTC executed an MOU with the Lone Star Rail District, a governmental entity planning and developing rail passenger service and freight rail improvements in the Central Texas region, to assist with and coordinate rail planning activities in the Dallas, Fort Worth, Austin and San Antonio regions.

In addition to these planning considerations, the rules emphasize that the metropolitan planning organizations shall develop and adopt a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continued involvement of the public, including those traditionally underserved by existing transportation systems. NCTCOG incorporates Environmental Justice and Title VI considerations

into its public involvement process. Public participation is solicited and strongly encouraged in NCTCOG's transportation planning program. Increasing communication among citizens, elected officials, and technical staff permits these entities to work together to achieve desired goals and objectives. The public outreach and involvement programs emphasize the importance of participation at all levels, from government agencies to the individual. When the public is informed and involved, the direction and content of the planning efforts are more likely to address the wide range of issues that impact the region. Including the public during the planning phase of any project will reduce the time and cost of eventual project implementation.

The public outreach initiative is a major ongoing program to increase the level of interaction with the general public regarding transportation planning activities being carried out by the Metropolitan Planning Organization. A wide variety of strategies have been developed to address this goal. Different strategies may be employed for different projects and activities, depending on specific project needs, available time, and project budgets.

Formal public involvement procedures to be used in the metropolitan transportation planning process were originally adopted by the Regional Transportation Council (RTC) on June 1, 1994, and subsequently revised May 10, 2007, March 11, 2010, and February 12, 2015 to increase the public's access to information related to the MPO planning process, as well as opportunities for public participation in the overall decision-making process. The current Public Participation Plan approved by the RTC is included in Appendix G. The most recent revisions addressed changing communication trends, aligning outreach and input opportunities to the significance of decision under consideration, and suggestions received from the public and partners. The Public Participation Plan, as approved by the RTC in February 2015, also includes, as attachments, a Language Assistance Plan and Title VI Complaint Procedures. The Language

Assistance Plan outlines how people with limited proficiency in English have access to information and the ability to participate in NCTCOG Transportation Department Programs. Title VI Complaint Procedures outline the NCTCOG policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios. The public involvement procedures represent the required public involvement process that must be carried out for involving the public in the various aspects of the regional transportation planning process; additional strategies are often pursued through public outreach activities that are also identified in Appendix G. NCTCOG staff continually reviews requirements for and guidance on public participation from the Federal Highway Administration/Federal Transit Administration and maintains public involvement procedures consistent with requirements and guidance.

In addition, previous guidance received from federal and state transportation funding agencies requested MPOs to include activities to ensure and enhance the compliance of the metropolitan transportation planning process with Title VI of the Civil Rights Act of 1964. Title VI states that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. The Civil Rights Restoration Act of 1987 expanded the prohibition of discrimination to include religion, sex, age, or disability and clarified the intent of Title VI by including the following language: “Nondiscrimination programs require that federal-aid recipients, sub-recipients, and contractors prevent discrimination and ensure nondiscrimination in all of their programs and activities, whether those programs and activities are federally funded or not.” Additionally, Executive Order 12898 mandates that federal agencies incorporate environmental justice principles by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations. Periodically, TxDOT will request a Title VI Compliance Review of the North Central Texas Council of Governments’

metropolitan planning process. During the review, NCTCOG gives TxDOT documentation of how the Agency is complying with non-discrimination requirements in the outreach and planning processes. On May 9, and May 23, 2013, the Regional Transportation Council and the NCTCOG Executive Board approved an update to NCTCOG's Title VI program. Initiatives to maintain compliance with all applicable regulations and orders will continue to be pursued as part of the FY2016 and FY2017 UPWP.

The UPWP is prepared biennially by NCTCOG, in cooperation with the Texas Department of Transportation, transportation authorities, toll authorities, and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies and local governments. This information is combined with regional needs identified by NCTCOG and, after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years.

In addition to working cooperatively to develop the Unified Planning Work Program, NCTCOG, as the Metropolitan Planning Organization, works with the Texas Department of Transportation and the transportation operators to carry out the metropolitan planning process within the region. Included as Exhibit I-3 is a table illustrating the respective responsibilities of NCTCOG, the Texas Department of Transportation, the North Texas Tollway Authority, the Collin County Toll Road Authority, Dallas Area Rapid Transit, the Fort Worth Transportation Authority, the Denton County Transportation Authority, and the Dallas/Fort Worth International Airport with regard to the development of financial forecasts, the Metropolitan Transportation Plan, the Metropolitan Transportation Improvement Program, the Annual Listing of Obligated Projects, the Congestion Management Process, Air Quality Conformity, and Corridor Studies. Appendix H contains a

Memorandum of Agreement between the above entities demonstrating each entity's commitment to work together.

EXHIBIT I-3

METROPOLITAN TRANSPORTATION PLANNING PROCESS RESPONSIBILITIES

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/The T/DCTA	DFW Airport
Financial Forecasts (23 CFR 450.322(f)(10))	Develop alternative financial forecasts based on policy variables. Develop forecasts for locally generated and local option revenue.	Provide estimate of statewide revenue projections for statewide sources such as federal/state fuel tax, vehicle registrations, and state discretionary programs. Develop and maintain revenue forecasting model for federal/state revenue sources, including local option alternatives. Provide estimates of revenue by year for each Statewide Transportation Improvement Program category.	Provide estimate of agency revenue projections for local, state, and federal sources such as local sales tax, federal and state formula funds and discretionary programs. Provide financial plan information regarding allocation of revenue sources to project types, such as rail capital, bus capital, and maintenance and operations.	Provide any locally derived revenue estimates as appropriate.
Metropolitan Transportation Plan (MTP) Development (23 CFR 450.322)	Develop system revenue forecasts. Develop system-wide alternative scenarios. Develop system-wide travel forecasts and performance reporting.	Provide roadway project status and cost information, including revenue source. Provide potential project staging and phasing, including expected opening year.	Provide transit project status and cost information, including revenue source. Provide potential project staging and phasing, including expected opening year.	Provide project status and cost information, including revenue source for major Airport projects which are locally funded. Provide potential project staging and phasing, including expected

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EXHIBIT I-3

METROPOLITAN TRANSPORTATION PLANNING PROCESS RESPONSIBILITIES

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/The T/DCTA	DFW Airport
	<p>Coordinate public and transportation partner involvement activities regarding Metropolitan Transportation Plan development.</p> <p>Develop region-wide demographic information.</p>			opening year for major locally funded projects.
Metropolitan Transportation Improvement Program (TIP) (23 CFR 450.324)	<p>Compile and maintain list of funded projects by year and funding source, including basic scope, limits, and total project cost/funding details.</p> <p>Submit metropolitan Transportation Improvement Program for inclusion in the Statewide Transportation Improvement Program.</p> <p>Draft and submit quarterly Transportation Improvement Program</p>	<p>Provide list of projects implemented by own agencies to NCTCOG for inclusion in the metropolitan and Statewide Transportation Improvement Program (STIP) in the metropolitan area. TxDOT submits rural projects to STIP.</p> <p>Provide updated status, costs by phase, and dollar amounts by funding category and year.</p> <p>Submit locally funded, regionally significant projects</p>	<p>Provide list of projects implemented by own agencies to NCTCOG for inclusion in the metropolitan and Statewide Transportation Improvement Program.</p> <p>Provide updated status, costs by phase, and dollar amounts by funding category and year for each federal, state, or locally funded project.</p> <p>Submit locally funded, regionally significant</p>	<p>Provide list of locally funded, regionally significant projects implemented by DFW Airport for inclusion in the metropolitan and Statewide Transportation Improvement Program.</p> <p>Provide updated status, costs by phase, and dollar amounts by funding category and year for each federal, state, or locally funded project.</p>

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EXHIBIT I-3

METROPOLITAN TRANSPORTATION PLANNING PROCESS RESPONSIBILITIES

I. Introduction

23 | Page

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/The T/DCTA	DFW Airport
	modifications and Statewide Transportation Improvement Program revisions to the Texas Department of Transportation Districts (includes review for Metropolitan Transportation Plan and Conformity consistency and requisite public involvement).	for inclusion in the Transportation Improvement Program/Statewide Transportation Improvement Program. Submit Transportation Improvement Program modifications/Statewide Transportation Improvement Program revisions to own agency's projects for NCTCOG processing and review. Texas Department of Transportation Districts submit final Statewide Transportation Improvement Program revision packet to the Texas Department of Transportation in Austin for review and approval.	projects for inclusion in the Transportation Improvement Program/Statewide Transportation Improvement Program. Submit Transportation Improvement Program modifications/Statewide Transportation Improvement Program revisions for own agency's projects to NCTCOG.	Submit Transportation Improvement Program modifications/Statewide Transportation Improvement Program revisions for own agency's projects to NCTCOG.
Annual Listing of Obligated Projects (23 CFR 450.332)	Compile list of obligated projects for each fiscal year with data from the Federal Transit Administration information system, transit agencies, and the	Provide list of obligated projects (including project status and obligation amounts) to NCTCOG at the end of each fiscal year.	N/A	N/A

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EXHIBIT I-3

METROPOLITAN TRANSPORTATION PLANNING PROCESS RESPONSIBILITIES

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/The T/DCTA	DFW Airport
	Texas Department of Transportation.			
Congestion Management Process (CMP) (23 CFR 450.320)	<p>Develop multimodal, system-wide monitoring and evaluation performance process.</p> <p>Develop, coordinate and collect regional transportation data for inclusion in regional data collection program.</p> <p>Identify, select, implement and coordinate congestion management strategies.</p> <p>Provide and coordinate evaluation of effectiveness of implemented strategies.</p> <p>Coordinate public involvement activities regarding Congestion</p>	<p>Provide collected transportation data for inclusion in regional data collection program.</p> <p>Identify, select and implement congestion management strategies.</p> <p>Provide evaluation of effectiveness of implemented strategies.</p>	<p>Provide collected transit data for inclusion in regional data collection program.</p> <p>Identify, select and implement congestion management strategies.</p> <p>Provide evaluation of effectiveness of implemented strategies.</p>	<p>Provide collected transportation data for inclusion in regional data collection program.</p> <p>Identify, select and implement congestion management strategies.</p> <p>Provide evaluation of effectiveness of implemented strategies.</p>

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EXHIBIT I-3

METROPOLITAN TRANSPORTATION PLANNING PROCESS RESPONSIBILITIES

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/The T/DCTA	DFW Airport
	Management Process development.			
Air Quality Conformity (40 CFR Part 93)	<p>Develop and coordinate the transportation conformity analyses for the nonattainment area within the Metropolitan Planning Area.</p> <p>Enter into a Memorandum of Agreement with the Texas Department of Transportation, in the event the nonattainment area extends beyond the Metropolitan Planning Area boundary, for cooperative planning and air quality analysis of projects to reach a positive conformity determination.</p> <p>Coordinate with consultation partners (Federal Highway Administration, Federal Transit Administration, Environmental Protection</p>	<p>TxDOT:</p> <p>Enter into a Memorandum of Agreement with NCTCOG, in the event the nonattainment area extends beyond the Metropolitan Planning Area boundary, for cooperative planning and air quality analysis of projects to reach a positive conformity determination.</p> <p>Participate as one of the interagency consultation partners for the conformity determination process, review conformity analyses and provide comments.</p> <p>Provide consent to the Federal Highway Administration on the transportation conformity determination.</p>	Review conformity analysis, if applicable; provide comments during public participation process.	Review conformity analysis, if applicable; provide comments during public participation process.

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EXHIBIT I-3

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Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/The T/DCTA	DFW Airport
	<p>Agency, Texas Commission on Environmental Quality, and Texas Department of Transportation) regarding review requirements for the conformity review process.</p> <p>Transmit the joint Federal Highway Administration/Federal Transit Administration conformity determination to affected entities.</p>	<p>NTTA/CCTRA: Review conformity analysis, if applicable; provide comments during public participation process.</p>		
Corridor and Subarea Studies	<p>Lead corridor studies agreed upon by partnering agencies.</p> <p>Support partner agency corridor studies by providing travel forecasts for alternative scenarios.</p> <p>Provide Mobile Source Air Toxics and Environmental Justice analysis as appropriate to</p>	<p>Lead corridor studies agreed upon by partnering agencies.</p> <p>Provide funding support for travel forecasting support as agreed upon between lead agency and NCTCOG.</p> <p>Provide design concept and scope information for potential project alternatives</p>	<p>Lead corridor studies agreed upon by partnering agencies.</p> <p>Provide funding support for travel forecasting support as agreed upon between lead agency and NCTCOG.</p> <p>Provide design concept and scope information for potential project</p>	<p>Provide support for major roadway and transit corridor studies impacting DFW Airport.</p>

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EXHIBIT I-3

METROPOLITAN TRANSPORTATION PLANNING PROCESS RESPONSIBILITIES

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/The T/DCTA	DFW Airport
	<p>support National Environmental Policy Act documents.</p> <p>Provide policy and administrative support, including potential impacts to current and upcoming Metropolitan Transportation Plans.</p>	<p>as necessary to perform travel forecasts.</p>	<p>alternatives as necessary to perform travel forecasts.</p>	

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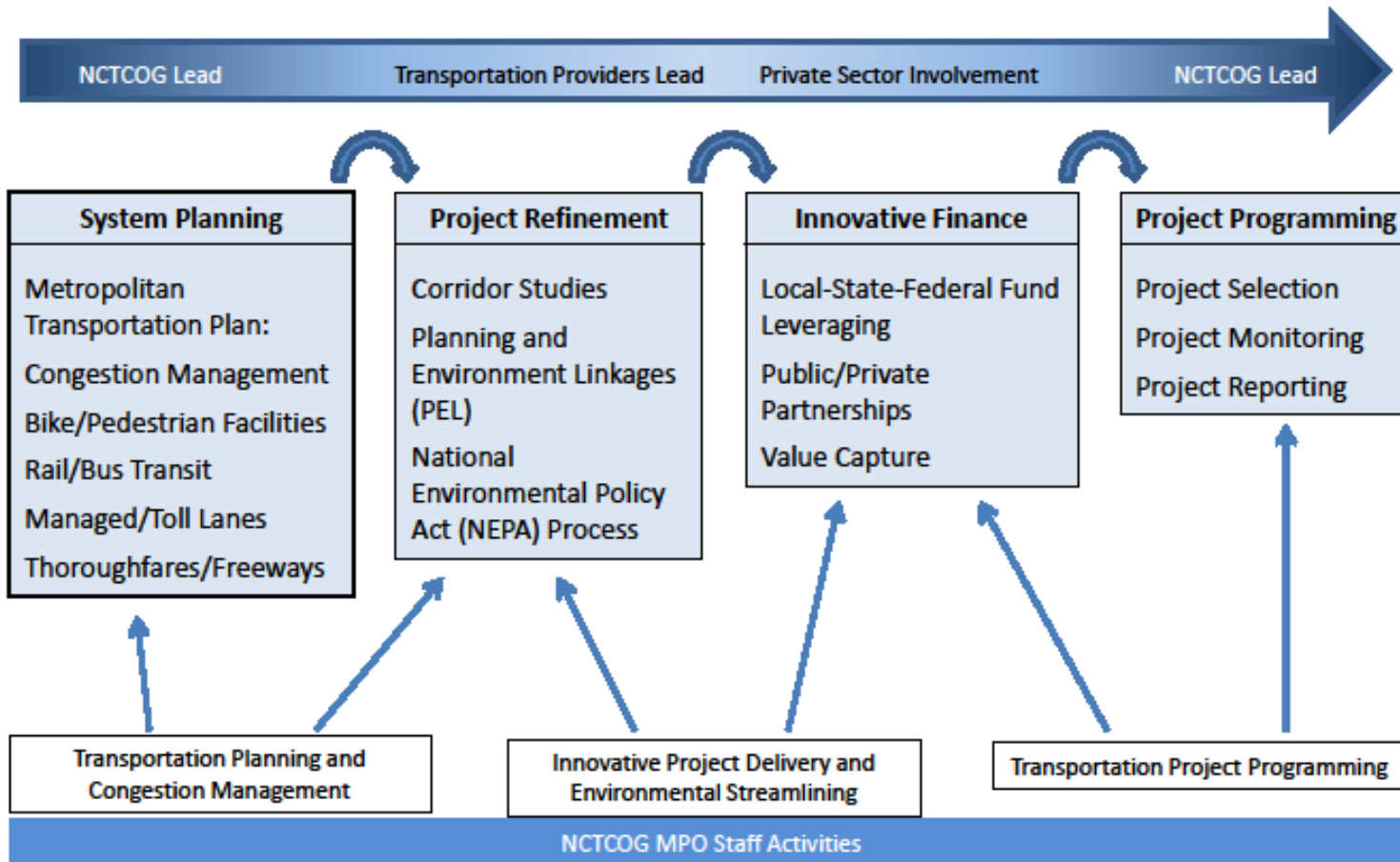
The North Central Texas Council of Governments has received a grant to assist in the formation of an Economic Development District. It is anticipated that data available through the metropolitan planning process may be utilized to help support the Agency's new Economic Development District Policy Advisory Committee in the development of Comprehensive Economic Development Strategies.

The metropolitan planning process utilized in the region for delivering transportation projects consists of four phases: system planning, project refinement, innovative finance, and project programming. The process is outlined in Exhibit I-4. System planning is a primary function of the Metropolitan Planning Organization, and as such, the North Central Texas Council of Governments takes the lead in the development of the Metropolitan Transportation Plan. As projects contained in the Plan undergo more detailed analyses, the transportation providers in the region assume leadership roles for specific projects, as applicable, with support from NCTCOG. The private sector joins in the planning process as revenue sources for the projects are investigated and identified. With the decline in revenue from traditional funding sources, participation from the private sector is becoming more and more relied upon in order to identify revenue streams to expeditiously implement viable transportation projects. Once project funding has been identified, the North Central Texas Council of Governments, in carrying out another primary responsibility, reassumes the lead in the planning process and includes the projects in the Transportation Improvement Program.

The draft UPWP document is reviewed by the Surface Transportation Technical Committee and is also presented for comment at public meetings. The Unified Planning Work Program is then presented for approval to the RTC and the NCTCOG Executive Board.

EXHIBIT I-4

Metropolitan Planning Process for Delivering Transportation Projects



Consistent with the standard UPWP format provided by TxDOT, the following five tasks have been identified to guide transportation planning activities in the NCTCOG Metropolitan Area:

- 1.0 Administration and Management
- 2.0 Transportation Data Development and Maintenance
- 3.0 Short-range Planning and Programming, and Air Quality and Transit Operations
- 4.0 Metropolitan Transportation Plan
- 5.0 Special Studies and System Operation

Descriptions of these tasks are included in Chapters II-VI.

During a series of public meetings held on February 2 and 3, 2015, the public was notified that development of the FY2016 and FY2017 UPWP was beginning. Attendees were asked to provide ideas for regional transportation or air quality planning studies and/or requests for planning study technical assistance for potential inclusion in the UPWP. On June 8, 2015, a public meeting was also held to present to the public the draft FY2016 and FY2017 UPWP for comments prior to requesting technical committee and RTC approval of the Work Program. This public meeting was also video recorded and made available on line, as was a draft copy of the document.

B. Definition of Area

North Central Texas Region

The North Central Texas region is the 16-county area within which the North Central Texas Council of Governments is responsible for coordinating regional planning activities. This area consists of the Counties of Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant, and Wise. The region was designated

as the North Central Texas State Planning Region by Executive Order of the Texas Governor, Dolph Briscoe, on August 28, 1973.

Dallas-Fort Worth Metropolitan Area

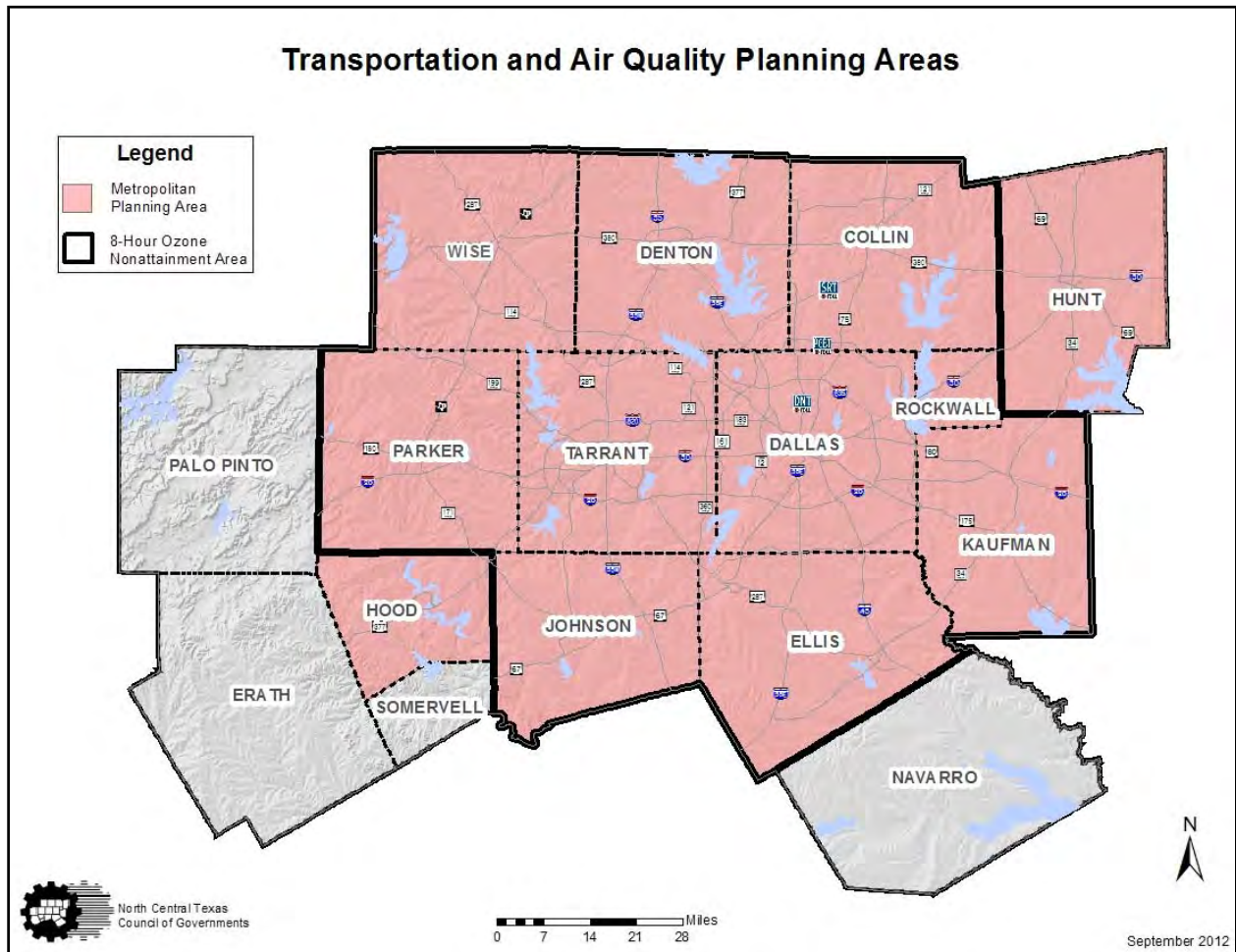
The Texas Department of Transportation (then known as the Texas Highway Department) initiated comprehensive transportation planning in North Central Texas in July 1967, as the Dallas-Fort Worth Regional Transportation Study. These early planning efforts set the foundation for subsequent transportation planning in the region and defined the area of primary interest for such work. Since that time period, extensive growth in population and employment, followed by subsequent growth in travel, resulted in several expansions of the study area, or that area for which the MPO focuses its transportation and air quality planning activities and is expected to be principally urbanized by the appropriate planning horizon (approximately 20 years). Following action by the Regional Transportation Council, the NCTCOG Executive Board and the Texas Transportation Commission in 2009, the Metropolitan Planning Area boundary now includes the full 12 counties of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise; a total area of approximately 9,441 square miles, as shown in Exhibit I-5.

As a result of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA); the Transportation Equity Act for the 21st Century (TEA-21); Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and the subsequent MAP-21, the Metropolitan Area also has federal designation as a Transportation Management Area (TMA).

Federal planning regulations require that if any federal public lands and/or Indian tribal lands are included within the Metropolitan Planning Area, the affected federal agencies and Indian tribal governments shall be involved appropriately in the development of transportation plans and

programs. NCTCOG includes tribes that have areas of concern in the North Texas region in public involvement processes related to transportation planning. Tribal groups are included in the 9,000-record public involvement database.

EXHIBIT I-5



Air Quality Nonattainment Area

With the passage of the Clean Air Act Amendments of 1990, the Counties of Collin, Dallas, Denton, and Tarrant were originally designated as a nonattainment area for being in violation of the 1-hour ozone standard. In July 2012, the ozone nonattainment area was expanded due to

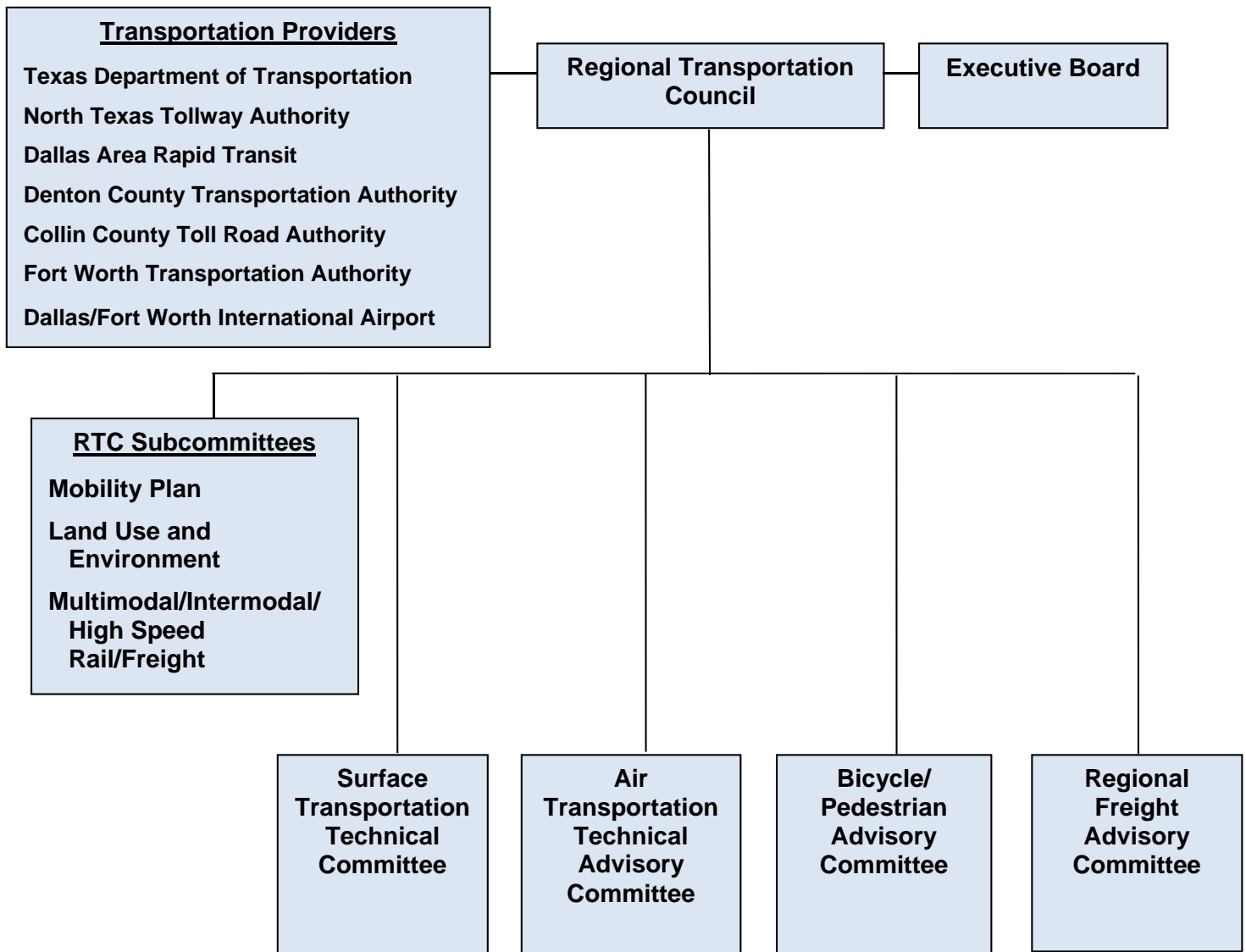
implementation of the revised 8-hour ozone standard. The current nonattainment area includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. In addition, Hood County has remained in attainment but is partnering with EPA through the Ozone Advance Program. Ozone Advance encourages actions that result in reduced ozone precursor emissions to enable continued compliance in meeting the ozone standard. Air quality planning activities to be conducted as part of the FY2016 and FY2017 UPWP are described within Task 3 of the Work Program.

C. Organization

Multimodal transportation planning and development, facilitated through a single policy direction for all modes of travel, ensures that plans and programs are coordinated across various city, county, and agency jurisdictional boundaries and that cooperation is occurring among implementing agencies. In North Central Texas, this direction is provided through an extensive committee structure forming partnerships in regional transportation planning and implementation, as illustrated in Exhibit I-6. This structure consists of the NCTCOG Executive Board and the Regional Transportation Council, comprised primarily of local elected officials; transportation providers; and technical committees comprised of staff involved in the planning for various modes of travel.

EXHIBIT I-6

**PARTNERSHIP IN REGIONAL
TRANSPORTATION PLANNING**



NCTCOG Executive Board

The NCTCOG Executive Board, consisting of 13 locally elected officials and one ex-officio non-voting member of the legislature, establishes overall policy for comprehensive planning and coordination in the North Central Texas region. The Executive Board sets policy for the administration of funds granted to the MPO, as well as the NCTCOG staff in carrying out the day-to-day responsibilities of the MPO. NCTCOG is the overall umbrella under which the regional transportation planning process functions. The Executive Board meets on the fourth Thursday of each month at 12:45 pm, in the North Central Texas Council of Governments' Transportation Council Room, located on the first floor of the Centerpoint Two Building (616 Six Flags Drive) in Arlington, Texas.

Regional Transportation Council

The Regional Transportation Council, consisting of 44 members, serves as the independent policy body for regional transportation decisions. The primary functions of the RTC are to provide guidance for multimodal transportation planning and to assure coordination among transportation modes, local government entities, and planning activities. The RTC is responsible for direction and approval of the Metropolitan Transportation Plan, the Transportation Improvement Program, the Congestion Management Process, the Unified Planning Work Program, and for satisfying and implementing federal and state laws and regulations pertaining to the regional transportation planning process.

The Chair of the RTC is elected from the membership in June of each year and serves a term of one year. The individual local governing bodies select their representatives to the RTC. NCTCOG staff provides administrative and clerical support to the RTC. The RTC meets at 1:00 p.m. on the second Thursday of each month, in the North Central Texas Council of Governments' Transportation Council Room, located on the first floor of the Centerpoint Two

Building (616 Six Flags Drive) in Arlington, Texas. As of June 2012, the RTC meetings are video recorded and available online within 24 hours following each meeting. As a result of State legislative action in 2015, the monthly meetings of the Regional Transportation Council will be available via live streaming over the Internet beginning in September 2015. The organizational structure of the RTC is shown in Exhibit I-7, and current membership is shown in Appendix A. At the discretion of the RTC officers, RTC members also serve on Standing and Ad Hoc Subcommittees formed by the officers to respond to specific issues that come before the Council. The following is a summary of these subcommittees.

Standing RTC Subcommittees

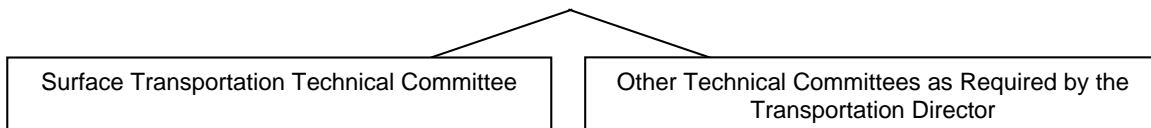
Mobility Plan Subcommittee

The Metropolitan Transportation Plan provides the blueprint for a multimodal transportation system. The projects, programs, and policies contained in the Plan are aimed at achieving the following goals: 1) traditional transportation-oriented goals (e.g., enhancing mobility, improving accessibility, reducing congestion and increasing reliability); 2) quality-of-life goals (e.g., balanced land use, sustainability, orderly economic development and improved air quality); and 3) system sustainability (e.g., adequate and sustainable funding); and 4) timely implementation. In an era of uncertain funding scenarios, the solutions identified in the Plan may look very different depending on the amount of funding available. The Mobility Plan Subcommittee reviews various scenarios that could respond to the changing financial picture and the transportation improvement needs. The Subcommittee explores the trade-offs between transportation investments and policy-driven rules and regulations.

EXHIBIT I-7

REGIONAL TRANSPORTATION COUNCIL ORGANIZATIONAL STRUCTURE

City of Arlington	2
Cities of Carrollton and Farmers Branch	1
Cities of Dallas, Highland Park, and University Park	6
City of Denton, Sanger, Corinth, and Lake Dallas	1 (urbanized area)
Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, Glenn Heights, and Hutchins	1
City of Fort Worth	3
City of Garland	1
City of Grand Prairie	1
Cities of North Richland Hills, Haltom City, Watauga, White Settlement, River Oaks, Lake Worth, Westworth Village, Saginaw, and Azle	1
Cities of Irving and Coppell	1
Cities of Lewisville, Flower Mound, and Highland Village	1 (urbanized area)
Cities of Mansfield, Benbrook, Forest Hill, Crowley, Everman, and Kennedale	1
Cities of Mesquite, Balch Springs, Seagoville, and Sunnyvale	1
Cities of Keller, Grapevine, Southlake, Colleyville, Westlake, Trophy Club, Roanoke, Bedford, Euless, and Hurst	1
Cities of McKinney, Fairview, Anna, Princeton, and Melissa	1 (urbanized area)
City of Plano	1
Cities of Richardson and Addison	1
Cities of Frisco, Prosper, Little Elm, The Colony, Celina, and Providence Village	1
Cities of Allen, Lucas, Wylie, Rowlett, Sachse, and Murphy	1
Collin County	1
Dallas County	2
Denton County	1
Ellis County and the Cities of Waxahachie, Midlothian, Ennis, and Red Oak, and Kaufman County and the Cities of Forney, Terrell, and Kaufman	1
Johnson County and the Cities of Bursleson, Cleburne, Keene, and Joshua and Hood County and the City of Granbury	1
Rockwall County and the Cities of Rockwall, Heath, Royse City, and Fate and Hunt County and the Cities of Greenville and Commerce	1
Parker County and the Cities of Weatherford and Mineral Wells, and Wise County and the Cities of Decatur and Bridgeport	1
Tarrant County	2
District Engineer, Dallas District, TxDOT (also represents the TxDOT Paris District's interests)	1
District Engineer, Fort Worth District, TxDOT	1
Policy Representative, Dallas Area Rapid Transit	1
Policy Representative, Fort Worth Transportation Authority	1
Policy Representative, Denton County Transportation Authority	1
Policy Representative, North Texas Tollway Authority	1
Policy Representative, Dallas/Fort Worth International Airport	<u>1</u>
Total	44



Land Use and Environment Subcommittee

The Land Use and Environment Subcommittee's role is to consider the relationships of social, economic, and environmental objectives for RTC initiatives. The integration between land use, multimodal transportation, future demographic scenarios, and their relationship to air quality and energy policy will be developed.

Multimodal/Intermodal/High Speed Rail/Freight Subcommittee

This Subcommittee's responsibility is to develop more thoughtful approaches to the region's multimodal/intermodal needs for both people and goods. Reducing traffic congestion within corridors and bottlenecks between modes, increasing efficiency and safety, and improving air quality require a more cohesive transportation approach. This Subcommittee reviews options for corridor selection, mode selection, corridor priorities, and funding associated with rail and intermodal facilities. In addition, the Subcommittee maintains a dialogue on issues of common interest with the private sector and investigates opportunities for partnerships. The Subcommittee also includes representatives from the private-sector freight and high-speed rail providers.

Ad Hoc RTC Subcommittees

Members of Ad Hoc Subcommittees are appointed to serve by the RTC officers on an as-needed basis.

Bylaws Revision Subcommittee

The Bylaws Revision Subcommittee reviews and considers proposed revisions to the Regional Transportation Council's Bylaws and Operating Procedures.

Nominating Subcommittee

The Nominating Subcommittee convenes in conjunction with the annual election of officers, which occurs in June of each year, or in other special circumstances that require the election of officers. This Subcommittee is tasked with confirming that the current Vice Chair and Secretary should move up to the office of Chair and Vice Chair, respectively, and nominate a new Secretary.

Transportation Authority Passenger Rail Partnership

The responsibility of the Transportation Authority Passenger Rail Partnership is to work with transportation authority board members to implement the transit vision, including regional passenger rail development identified in the Metropolitan Transportation Plan. Topics of discussion include funding, service area expansion, and integrated communication programs. The Subcommittee is comprised of RTC members representing agencies within transportation authority service areas.

NTTA/TxDOT Toll Road Partnership

A robust toll road and managed-lane system is a major recommendation of the Metropolitan Transportation Plan. The North Texas Tollway Authority and Texas Department of Transportation are involved in various aspects of toll road and managed-lane implementation. The responsibility of the NTTA/TxDOT Toll Road Partnership is to discuss regional policies related to toll road and managed-lane development such as variable pricing (peak period, congestion, and occupancy). The schedule and the agency constructing particular projects will be highlighted.

Legislation and Finance Partnership

The purpose of the Legislation and Finance Partnership is to address the challenges facing the region on implementation of the Metropolitan Transportation Plan. The Metropolitan

Transportation Plan documents the need for additional transportation funding in order to fully implement the recommendations. Innovative transportation funding strategies will be explored by the Partnership. The need for increased levels of funding often requires legislative initiatives at the local, State, and federal levels. A primary function of this Partnership is to provide recommendations to the Regional Transportation Council regarding legislative initiatives directed toward increasing transportation funding as well as addressing other related transportation legislative needs. Members of the Partnership are encouraged to meet regularly with the legislative delegation to discuss these needs.

Project Mediation Subcommittee

The Project Mediation Subcommittee's responsibility is to examine opportunities for the RTC to facilitate the implementation of transportation improvements through mediation. Projects which are regional in nature, included in the Metropolitan Transportation Plan, and that are opposed by one or more jurisdictions would be candidates for this process. The emphasis of the proposed process is to keep lines of communication open in order to keep a project moving forward and also to avoid litigation.

Other RTC Subcommittee Emphasis Areas

In addition to the Regional Transportation Council standing and ad hoc subcommittees noted above, the Regional Transportation Council may consider various institutional and financial issues affecting the transportation system. For example, during the time period of this FY2016 and FY2017 Unified Planning Work Program, it is anticipated that the RTC will consider future transit opportunities for non-transportation authority member cities to gain access to the regional transit system.

Transportation and Air Quality Committees and Task Forces

The transportation and air quality committees provide advice to the RTC and guidance for the NCTCOG staff. Committee members may also be called upon to provide the RTC with information about the concerns and priorities of the individual local entities they represent. They also provide specialized expertise and serve as a means of facilitating communication and coordination between the regional planning process and individual local agencies. Representatives on these committees include staffs of local governments, transportation providers in the region, private-sector representatives, and personnel from state and federal agencies. NCTCOG staff provides technical, administrative, and clerical support for the committees.

Surface Transportation Technical Committee

The Surface Transportation Technical Committee (STTC) reviews, comments on, and prepares recommendations regarding surface transportation planning and development in the Dallas-Fort Worth Metropolitan Area. Membership on the Surface Transportation Technical Committee is defined by the Bylaws of the Regional Transportation Council. The NCTCOG Executive Board appoints the officers, and members of the Surface Transportation Technical Committee serve at the pleasure of their agencies. The current members of the Surface Transportation Technical Committee are listed in Appendix A. The Committee meets at 1:30 pm on the fourth Friday of each month in the North Central Texas Council of Governments' Transportation Council Room located on the first floor of the Centerpoint Two Building (616 Six Flags Drive) in Arlington, Texas.

Air Transportation Technical Advisory Committee

The Air Transportation Technical Advisory Committee provides technical expertise and review for the general aviation system planning process to the Regional Transportation Council and NCTCOG Executive Board. The general aviation system is the system of airports and heliports

in the region that provide for general aviation and air cargo activity. The Committee meets on a quarterly basis in the North Central Texas Council of Governments' Transportation Council Room located on the first floor of the Centerpoint Two Building (616 Six Flags Drive) in Arlington, Texas.

Bicycle and Pedestrian Advisory Committee

The NCTCOG Bicycle and Pedestrian Advisory Committee provides technical expertise, public outreach support, review of regional bicycle and pedestrian planning, and assistance in the selection of bicycle and pedestrian projects funded by the Regional Transportation Council and the Executive Board. The structure of the Committee is modeled on the Surface Transportation Technical Committee (STTC). Each STTC member selects and maintains one representative on the Committee. Private-sector representatives and bicycle and pedestrian enthusiasts also attend. The Committee holds quarterly meetings on the third Wednesday during the months of February, May, August, and November in the North Central Texas Council of Governments' Transportation Council Room, located on the first floor of 616 Six Flags Drive (Centerpoint Two Building) in Arlington, Texas.

Regional Freight Advisory Committee

The Regional Freight Advisory Committee provides technical expertise, review of and input on Freight North Texas products, recommendations for freight project funding, review of freight-related publications, and review of and contributions to freight forecasting efforts to the Regional Transportation Council Subcommittee on Multimodal/Intermodal/High Speed Rail/Freight, and the Regional Transportation Council. Freight North Texas is the regional freight system inventory for the NCTCOG region. The Committee meets bi-monthly in the North Central Texas Council of Governments' Tom Vandergriff Conference Center located on the first floor of 616 Six Flags Drive (Centerpoint Two Building) in Arlington, Texas.

D. Private-Sector Involvement

The private sector is encouraged, to the maximum extent feasible, to participate in NCTCOG's metropolitan transportation and air quality planning process. Private/public sector partnerships are playing an increasingly important role in the development and implementation of strategies to reduce congestion and improve air quality, as well as in the joint funding of transportation improvements. Private-sector representatives participate directly in the planning process by serving as members on various task forces and coalitions facilitating the various planning disciplines. Several of the Regional Transportation Council subcommittees described previously now include members of the private sector. The NCTCOG Transportation Public Participation Plan is directed toward involving the private sector through various mailings of meeting notices and publications. Additionally, as federal air quality requirements become increasingly more difficult to meet, many air quality initiatives are expanding their focus beyond traditional local government involvement to include the private sector in a variety of ways as part of the planning process and project implementation.

In support of the region's Sustainable Development initiatives, since 2011 the Regional Transportation Council has allocated RTC Local, Regional Toll Revenue, Congestion Mitigation and Air Quality Improvement Program, and Surface Transportation Program-Metropolitan Mobility funds for transportation improvements. A principal requirement for the eligibility of funding in this program is private-sector participation in the funding and implementation of these projects. This very successful funding program forms the foundation for an ongoing dialogue with the private-sector development community regarding opportunities for coordinating transportation and land-use investment decisions to improve mobility and air quality. These discussions are taking place in part through the ongoing process of working with the project developers and local governments toward implementation of these specific projects.

NCTCOG also serves as ex-officio representatives to the Dallas Regional Mobility Coalition and the Tarrant Regional Transportation Coalition, which assist local governments, TxDOT, DART, and FWTA with implementation of transportation improvements in the TxDOT Dallas and Fort Worth Districts.

In addition to these activities, third-party private contractors play a significant role in providing technical support services in completing work contained in the UPWP. The contracting procedures used by NCTCOG establish standards and guidelines for the procurement of services through third-party contracts. TxDOT has approved NCTCOG's procedures for procuring consultants to assist with implementation of the transportation and air quality planning projects included in the UPWP. Copies of NCTCOG's contracting procedures are available upon request. Appendix E contains a current certification of compliance for NCTCOG's contract and procurement procedures.

As part of the development and implementation of the UPWP, NCTCOG staff, in cooperation with local governments, TxDOT, and the transportation providers, identifies those work subtasks in which consultant assistance will be desired. As individual projects move forward, a Request for Proposals (RFP), which includes an overview of the work to be completed, is issued for each of these projects. A list of prospective consultants by area of specialization is maintained by NCTCOG and is used to guide the distribution of RFPs. Firms are encouraged to provide information to NCTCOG in order to be included on the list of prospective consultants. A notice of intent to retain consultant services for each project is also published in the Texas Register, on the NCTCOG Web site, and in local newspapers, two of which are targeted for ethnic minorities. Consultants may obtain a copy of the RFP through the NCTCOG Web site. A review committee

is established for each project to review proposals and provide recommendations to NCTCOG's Executive Board regarding the firm(s) to conduct the work.

In addition to NCTCOG retaining private-sector assistance in the form of consultants on its planning projects, the transportation providers and local governments within the region also retain consultants to assist with their planning efforts. Transportation providers also increasingly seek to form project implementation partnerships through a variety of innovative project development and financing tools authorized by federal and State legislation and regulation. In the course of these efforts, NCTCOG's assistance is often requested. Staff participates in meetings, provides data, and performs specialized planning work to support the efforts of the transportation providers and local governments, as well as potential private transportation project developers in order to ensure that potential projects are consistent with adopted regional policies, plans, and programs.

E. Planning Issues and Emphasis

The Metropolitan Planning Organization has the continued responsibility of preparing and maintaining the various federal planning requirements including: the Metropolitan Transportation Plan, Congestion Management Process, Transportation Improvement Program, and the Unified Planning Work Program. Each of these areas, together with travel forecasting, information systems, and air quality planning, represent core planning functions of the MPO. The FY2016 and FY2017 UPWP addresses a number of interrelated multimodal transportation issues aimed at facilitating the implementation of transportation projects and programs to reduce congestion and improve mobility and air quality and are highlighted below.

The Metropolitan Transportation Plan

Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2013 Update was approved by the Regional Transportation Council in June 2013 and amended in November 2014. The focus for FY2016 and FY2017 will be the development of a new Plan, Mobility 2040, while continuing to coordinate Plan activities and work with federal, State, and local transportation providers to implement the recommendations contained within Mobility 2035. As the region, State, and country continue the struggle to adequately fund needed transportation improvements, innovative ways to finance projects will be a focus as will the identification of ways to make strategic improvements to the existing transportation system to allow them to function more effectively and to provide targeted capacity improvements where necessary.

Transportation Funding Initiatives, Partnership Programs, and Innovative Financing Strategies

Lack of available funding to meet critical transportation needs in the region remains a significant issue. Efforts to identify opportunities for increased revenue for the implementation of transportation improvements that result in enhanced mobility in the region will be conducted. A key initiative will be focused on working with the region's transportation providers to move forward with implementation of transportation financing tools authorized by the Texas Legislature. Advancing the Regional Transportation Council's partnership programs with transportation providers and local governments will be pursued, including various Calls for Projects in conjunction with funding available from MAP-21 and available revenue from the innovative financing tools authorized by the Legislature.

Transportation System Operation

Commuter traffic has become the number one concern of area travelers. Increasing traffic congestion and the resulting vehicle emissions are major problems in the region. Faced with

growing travel demand and limited resources, it is important that operational management and travel demand reduction strategies are utilized. Although major capital investments are needed to meet the growing travel demand, operational management and travel demand reduction strategies complement major capital recommendations. The results are a more efficient and effective transportation system, increased mobility and leveraging of resources. Efforts will focus on implementation and monitoring of operational management and travel demand reduction strategies to maximize the capacity of the existing transportation system.

Regional Travel Survey

Travel-related data and models are building blocks in NCTCOG's metropolitan planning process. The data and models provide analytical capability to objectively analyze different project plans and create consistent and meaningful information about future plans. The information provides insights for the planning process which leads to creating consensus and a sense of future among decision makers. During Fiscal Years 2016 and 2017, the emphasis on data collection and improvements to the travel model will continue. The data collection projects include household survey; airport passenger survey; transit survey; toll road users' survey; and the collection of transit performance data, traffic counts, and speed data. The model improvements include development of new models components while maintaining the existing travel model, improvements in model performance, and enhancement of the regional travel model software. Demographic model improvements and data improvements are also scheduled during FY2016 and FY2017.

Expedited Project Delivery

As regional roadway and freight/passenger rail projects continue to increase in complexity, scope, and impacts, the MPO has expanded its involvement beyond its current planning and programming functions to help improve project delivery in the region. An emphasis in FY2016

and FY2017 will be to continue the technical assistance for local, regional, State, and federal partners to expedite the environmental clearance and implementation of major transportation projects, particularly those which deal with multiple transportation modes concurrently.

Coordination of Transportation and Environmental Planning Processes

Environmental stewardship in transportation is a key emphasis of MAP-21 and is reflected through NCTCOG's efforts to improve coordination between the long-range transportation planning and conservation planning processes. These efforts are intended to achieve benefits by incorporating environmental and community values into transportation decisions early in the transportation planning process and identify strategies to carry these considerations through project development, design, construction, and operations. NCTCOG's enhanced review and consultation on potential environmental impacts earlier in the transportation planning process supports a decision-making process that minimizes duplication of effort, promotes environmental stewardship, and reduces delays in project implementation. Consulting with resource agencies and stakeholders to identify key environmental issues (related to both the natural and built environs) and the identification of potential environmental enhancement and/or mitigation strategies for transportation impacts is the emphasis for NCTCOG in the FY2016 and FY2017 timeframe and is carried out through several programs.

Bicycle and Pedestrian Planning

The Bicycle and Pedestrian Program provides technical assistance for the development of bicycle and pedestrian plans and facilities to local governments throughout the Dallas-Fort Worth Metropolitan Area. The program will provide safety and education outreach materials to the public and interested parties and assist with data and mapping. The Regional Veloweb and other maps included in the Metropolitan Transportation Plan will be maintained and updated. In addition, a comprehensive, regionwide approach for planning and implementing additional bicycle and

pedestrian facilities across the region will be used to guide local governments in future planning efforts.

Capital Asset Management System

Transportation facilities throughout the region will experience increasing deterioration over time due to usage, age, damage from accidents, and changes in various environmental conditions. With limited dollars available for system expansion and reconstruction, limitation on available right-of-way, and growing concerns regarding the environmental mitigation of major transportation improvements, this emphasis area of Capital Asset Management will focus on identifying strategies to extend the operational life of transportation facilities by promoting the use of strategic maintenance, repair, and expansion in transportation corridors. While it is anticipated that substantial costs savings can be achieved or costs deferred, the complexity of this approach will require a high degree of cooperation among the region's transportation partners. Initial efforts will focus on establishing a regional framework for addressing strategic transportation investments through this Capital Asset Management approach.

Regional Freight Planning

The Dallas-Fort Worth Metropolitan Area is the largest metropolitan area of the United States without direct access to a seaport. As a result, a much greater burden is placed on the rail, trucking, and aviation modes for the shipment of commodities to, from, and through the area. NCTCOG has previously developed Freight North Texas, a document that outlines the current state of freight activities and provides a starting point for a comprehensive freight planning exercise. This emphasis area will build on previous work to address the impact of truck traffic, rail freight, and other freight movement issues in and throughout the region.

Safety and Security in the Transportation Planning Process

Safety and security of the transportation system is a national priority and is an emphasis of MAP-21. Data collection, analysis, training, education, and enforcement are key aspects of improving transportation system safety and security. The FY2016 and FY2017 UPWP includes activities intended to reduce injuries and fatalities, improve overall system security and reduce incident clearance times on freeways and toll ways.

Management and Operations

Since the Regional Transportation Council funding of Management and Operations initiatives in 1999, the Metropolitan Planning Organization's role in Management and Operations has continued to expand. These projects, oriented towards addressing the need for reducing traffic congestion and improving air quality, focus on making better use of existing resources to address regional transportation needs. A continued emphasis of NCTCOG staff in FY2016 and FY2017 will be on the implementation of the Management and Operations initiatives.

Funding and Technical Assistance Policies

As part of the FY2016 and FY2017 UPWP approval process, the Regional Transportation Council and the NCTCOG Executive Board reaffirmed the policies shown in Exhibit I-8 to guide the allocation of transportation planning funds.

EXHIBIT I-8

UNIFIED PLANNING WORK PROGRAM POLICIES

- The emphasis of the Unified Planning Work Program is on planning activities. Projects that require preliminary engineering or design services are not eligible for UPWP Transportation Planning Funds. Such projects should be funded through the Transportation Improvement Program process.
- Twenty-five percent of Federal Transit Administration Section 5303 Planning Funds will be reserved for transit planning and management studies with the funds distributed to the Eastern and Western Sub-regions based on the formula used for the annual sub-allocation of Transit Formula (5307) Program funds.
- The Texas Department of Transportation (TxDOT) will assist NCTCOG in funding activities related to the preparation of travel forecasts to support TxDOT freeway and high occupancy vehicle lane studies, including work requested under House Bill 3588 regarding Comprehensive Development Agreements.
- The North Texas Tollway Authority will assist NCTCOG in funding activities related to the preparation of travel forecasts to support NTTA feasibility studies.
- The transportation authorities will assist NCTCOG in funding activities related to the preparation of travel forecasts to support rail and high occupancy vehicle lane studies.
- Assistance in Transportation Subarea Studies, Comprehensive/Thoroughfare Planning, Local Technical Assistance, and TransCAD Support will represent approximately 20 percent of the Unified Planning Work Program. Priority will be given to these subtasks identified in the UPWP.
- NCTCOG assistance to local governments in Thoroughfare Planning will be limited to providing travel forecasts to determine facility sizing and lane warrants, in Comprehensive Planning to providing travel forecasts and technical support, in Bicycle/Pedestrian Planning to providing technical guidance on plan and facility development, and in Travel Model Support (TransCAD) to providing model input data and application support. Local governments will be responsible for consultant assistance funding.
- For projects not specified in the UPWP, the requesting entity may be asked to assist in project funding. Scheduling of the planning study is contingent on NCTCOG staff availability. Reprioritization of tasks for that entity using existing commitments in the UPWP is feasible. Work will not be done at the expense of other commitments in the UPWP.
- Entities with consultants requesting work from NCTCOG must follow the same policy as above. Consultants working for an entity need the approval of that entity prior to NCTCOG providing assistance. Consultants shall not commit NCTCOG services without NCTCOG's prior approval.
- Requests by nongovernmental entities will be conducted at full cost upon approval from the impacted local government and permitting staff availability.
- In the event that a requested planning study is similar to a previous study conducted by NCTCOG, the participating entity may be asked to provide financial support for the project.
- Surface Transportation Program—Metropolitan Mobility, Congestion Mitigation and Air Quality Improvement Program, Regional Toll Revenue, and RTC Local funds may be used by NCTCOG to augment Unified Planning Work Program funds.

MPO Staff Organization

In order to conduct this comprehensive, multimodal transportation and air quality planning process, the NCTCOG Transportation Department, serving as the staff of the MPO, is organized into 10 functional program areas as illustrated in Exhibit I-9. Each of these program areas is assigned staff in areas of expertise, skill, and specialization that best facilitates the needs of each program area. Program Managers oversee the activities in each of these areas and serve as the principal point of contact with the public, local governments, and transportation agencies. From time to time, staff work activities require out-of-state travel. Approval from the Texas Department of Transportation will be sought in advance.

EXHIBIT I-9

NCTCOG TRANSPORTATION PROGRAM AREAS

- (1) Community Outreach
- (2) Transportation Project Programming
- (3) Congestion Management and Innovative Project Delivery
- (4) Transportation Planning
- (5) Air Quality Planning and Operations
- (6) Model Development and Data Management
- (7) Fiscal Management
- (8) Program Administration
- (9) Environmental Streamlining
- (10) Legal Services

II. Task 1 – Administration and Management

A. Objective

Coordination, communication, and management tasks essential to maintaining the planning process are included in Administration and Management. The preparation and circulation of information relevant to regional transportation policy are major components of this task. Current legislation, Moving Ahead for Progress in the 21st Century (MAP-21), places emphasis on public involvement in the metropolitan transportation planning process, including the Metropolitan Transportation Plan and Transportation Improvement Program development, which is addressed in this Work Program area. Appendix G contains the Public Participation Plan, which includes a summary of ongoing public outreach activities, many of which are funded through this task, as are the outreach efforts to ensure compliance with Title VI of the 1964 Civil Rights Act.

Publication of Regional Mobility Initiatives, an educational report series

begun in Fiscal Year (FY) 1996 aimed at informing the public about the ongoing transportation planning activities and air quality programs of the Metropolitan Planning Organization (MPO), is anticipated to continue in FY2016 and FY2017, as is the publication of Progress North Texas, the department's annual state-of-the-region report. Various other public



information documents are also published under this Work Program task. Activities also include development and maintenance of Web resources for efficient dissemination of electronic information.

Development and maintenance of the Unified Planning Work Program (UPWP) and annual reports documenting Metropolitan Planning Organization work performance and project expenditures, as well as support to the Regional Transportation Council (RTC), the North Central

Texas Council of Governments' (NCTCOG's) Executive Board, and associated technical committees are also components of this task.

Overall direction of planning activities is included in this task, together with necessary grant administration functions, including personnel management and training, purchasing, contract development, and auditing. Also included is management of computer resources and computer hardware requests necessary for transportation planning at the local level, as well as coordination activities related to the use of Geographic Information System technologies to support planning efforts. Management of the University Partnership Program, which draws upon the State's academic institutions to assist MPO staff in addressing transportation and air quality planning initiatives in North Central Texas, is also included in this Work Program task.

Although not a requirement in the Unified Planning Work Program, management and operations projects that are being managed or carried out by MPO staff are included in the document in addition to planning activities. These projects are included in order to provide a more complete inventory of staff activities. These implementation projects or programs are aimed at reducing congestion and improving air quality in the Dallas-Fort Worth Metropolitan Area. Included in Task 1 are staff activities to coordinate, administer, and oversee these transportation and air quality initiatives.

Transportation Department program areas (1) Community Outreach, (7) Fiscal Management, (10) Legal Services, (9) Environmental Streamlining, and (8) Program Administration support Work Program Task 1.

B. Expected Products

Products from this task are those items needed to conduct the day-to-day operations of the North Central Texas Council of Governments' Transportation Department in facilitating a continuous, cooperative, and comprehensive regional transportation planning process for the Dallas-Fort Worth Metropolitan Area. Committee meetings, correspondence, progress reports, financial summaries, agreements, publications, and the various documentation needed to support this process are included in this task. Specific products are included in the subtask descriptions.

C. Previous Work

Routine Work Efforts – The routine work efforts that sustain the daily operations of the NCTCOG Transportation Department in support of the planning process for the Dallas-Fort Worth Metropolitan Area continued through FY2014 and FY2015. These ongoing programs, which will be carried forward into FY2016 and FY2017, encompass committee support, grant management, computer resource management, public outreach, recruitment, staff and local government training, office management and administrative support. Monthly policy and technical committee meetings were held, for which notices, agendas, minutes and supporting material were all produced and distributed. Improved Web resources enhanced communication and outreach, complementing public meetings, online input opportunities, community events and media contacts. Policy and technical committee members and transportation partners were kept abreast of pertinent legislative activity at the State and federal levels. Over 100 computer hardware updates were completed, and software products under the NCTCOG Microsoft Enterprise Agreement Licensing Program and Adobe products were upgraded. Notable products of Task 1 activities completed within the last two-year Work Program include the publication of a revised Public Participation Plan, development of new fiscal management system tools such as “real time” reports and dashboards, a Draft Plan of Action for enhancing procedural focus areas in grant

management, five successful amendments to the FY2014 and FY2015 UPWP, and development of the new FY2016 and FY2017 Unified Planning Work Program.

Selected areas of work previously reported in other Tasks for FY2014 and FY2015 have been moved to Task 1 for FY2016 and FY2017. Subgrantee monitoring took place ensuring compliance with agreements, and a database was designed to facilitate the process.

D. Subtasks

The following subtasks address Administration and Management:

1.01 Community Outreach

This annual Work Program subtask will be conducted in FY2016 and FY2017, and includes staff activities in support of NCTCOG's Transportation public involvement, outreach, and education program; monitoring of the regional transportation system performance and reliability; legislative outreach; and Internet/Intranet outreach and support improvements.

Public Involvement, Publications, and Legislative Support

Transportation Planning Funds

Staff will appear regularly at community events to discuss transportation and air quality matters. Efforts to ensure full and fair participation in the transportation decision-making process consistent with Title VI and Environmental Justice principles are implemented through a public participation plan. Anticipated products include:



- Regular opportunities, including public meetings and online opportunities, among others, for North Texans to learn about and provide input on transportation and air quality plans, programs and policies;
- Summaries of public input provided to the Regional Transportation Council (RTC);
- Appearances at neighborhood meetings, professional association meetings, and other events;
- Dynamic outreach and communications plan to continually enhance public involvement;
- Press releases and other media relations materials;
- Department publications including Local Motion and Mobility Matters newsletters, Progress North Texas state-of-the-region report, Regional Mobility Initiatives, and other reports and brochures;
- Contributions to agency newsletters;

- Enhanced multimedia and social media presence;
- Summaries of activity in the Legislature and Congress relating to Metropolitan Planning Organization functions;
- Legislative testimony;
- RTC state and federal legislative programs; and
- Regular updates to policy and technical committee members on legislative initiatives related to RTC priorities.

Other Funding Sources

NCTCOG local funds will be utilized to support activities that are not eligible for federal reimbursement. Such items may include:

- Meal expenses;
- Travel expenses; and
- Special meeting with federal or state elected officials.

Internet/Intranet Outreach and Support

Transportation Planning Funds

This element is ongoing throughout both FY2016 and FY2017, providing technical support for regional committees, public information and participation efforts and the transportation planning process. This includes the ongoing creation, maintenance and modernization of Web resources presented externally and internally on the Internet/Intranet sites. Anticipated products include:



- Web site edits, updates and maintenance;
- Web site content development, including articles, public information resources and program area updates;
- Review of Web design/interface for enhanced usability;
- Web application development and support;
- Web sites and applications available on the most common browsers and an improving mobile experience;
- Performance reports of Web page usage, including analytic assistance;
- Assessment and improvement of visual architecture, accessibility, and usability;
- Web pages and applications audited and reviewed for internal standards/branding and security (QA/QC);
- Standards for search engine optimization;
- Software upgrades; and

- Internal training opportunities.

1.02 Program Administration

Transportation Planning Funds

This subtask is ongoing throughout both FY2016 and FY2017, providing administrative and legal support to the transportation planning process. It includes preparation and revision of the Unified Planning Work Program; financial management activities; support to policy and technical committees; processing of professional development opportunities; personnel activities, including costs associated with recruitment of new staff members (e.g, advertising, travel and relocation expenses); and general office management. Oversight of the University Partnership Program (UPP) and NCTCOG's participation in the Transportation Research Board's (TRB) Minority Student Fellowship Program is also contained within this subtask. The UPP is a partnership between NCTCOG and select universities in Texas that utilizes faculty and students to help carry out specific transportation and air quality planning projects identified in the UPWP or to facilitate NCTCOG's participation in specific university projects that may have an application benefit to NCTCOG. In addition, this subtask also includes NCTCOG staff support for activities of the Association of Metropolitan Planning Organizations (AMPO) and Texas Metropolitan Planning Organizations (TEMPO). Anticipated products include:



- FY2016 and FY2017 Unified Planning Work Program modifications, as necessary;
- Annual performance and expenditure reports for FY2015 and FY2016;
- FY2018 and FY2019 Unified Planning Work Program;
- Assistance to the Texas Transportation Commission, as requested;
- Participation on and support for special task forces;
- Enhancement and maintenance of fiscal management information systems;
- FY2017 and FY2018 operating budgets;
- Executed contracts and/or agreements and amendments;
- Eligible and accurate billings within identified budgets;
- Leasehold improvements for staff office space or the Transportation Council Room, if necessary;
- Personnel and recruitment activities;
- Appropriate office accommodations, including provision of consumable supplies and furniture;
- Monthly meetings of the Regional Transportation Council and Surface Transportation Technical Committee, as well as periodic meetings of the RTC subcommittees and workshops;
- Appropriate audio/visual support for meetings, webcasts, teleconferences, and video conferences;
- Hosting and provision of training opportunities for local government, transportation providers, and planning agency staff;

- Project topics for participation in the UPP and TRB Minority Student Fellowship Programs;
- NCTCOG representation at AMPO and TEMPO meetings.

Other Funding Sources

Surface Transportation Program—Metropolitan Mobility, Regional Transportation Council Local, NCTCOG local, and other local funds, and Transportation Development Credits will be utilized to support activities in Program Administration that are not eligible for federal reimbursement. Among these activities is staff legal assistance relative to coordination activities for Regional Transportation Council policies and projects. Anticipated products include:

- Assistance to the Texas Transportation Commission, as requested;
- Participation on and support for special task forces;
- Executed contracts and/or agreements and amendments;
- Research on various issues;
- Presentations;
- Advancement of projects toward implementation;
- Small stipend and travel expenses for a minority student and supporting professor to attend annual TRB meeting to represent work conducted on behalf of NCTCOG under the TRB Minority Student Fellowship Program partnership;
- Meal expenses;
- Individual staff memberships in professional organizations;
- Registration costs for training opportunities;
- Service awards;
- Travel expenses for foreign applicants;
- Legal and application filing fees for foreign employees; and
- Audio/video expenses (i.e., equipment and maintenance) in the Transportation Council Room.

1.03 Advanced Fiscal Management and Information Systems

The North Central Texas Council of Governments staff continues to support diverse programs, providing opportunity to facilitate projects with unique and innovative funding methodologies which include participation from multiple funding partners. This work program element includes efforts to organize, adjust, and enhance procedures and tools to incorporate these unique and dynamic programs into standard business practices of NCTCOG.

Grant Management Streamlining

Other Funding Sources

This subtask is a multi-year effort ongoing throughout both FY2016 and FY2017 for the development of enhanced policies and procedures supporting the fiscal management and administration of transportation projects. It includes development of procedures, tools, and other resources to streamline and integrate management activities for effective planning and implementation, including departmental policies and procedures for grant management, pre-award activities and development of new projects, and program oversight coordination. Surface Transportation Program-Metropolitan Mobility funds, Regional Transportation Council Local funds, and other local funds, as well as Transportation Development Credits support the activities conducted under this subtask. Anticipated products include:

- Enhanced fiscal information systems for compilation and maintenance of project data;
- Reports and other tools to monitor and track project status and scheduled administrative actions, and;
- Standardized format for documentation of processes and workflow.

Comprehensive Fund Management

Other Funding Sources

This subtask is ongoing throughout both FY2016 and FY2017, providing support for the coordination and management of funding received for planning and implementation projects. Comprehensive Fund Management includes organization, tracking, reconciliation and analysis of funding, especially focused on local funds and other non-federal contributions. This subtask includes coordination with regional partners for receipt and payment of funding to support projects through innovative funding strategies and local match contributions. Regional Transportation Council (RTC) Local funds, NCTCOG local funds, and other local funds will support the activities conducted under this subtask. Anticipated products include:

- Agreements for innovative financing opportunities;
- Enhanced fiscal information systems for compilation of reports and tools to support management decisions; and
- Fund status updates.

1.04 Computer System Administration and Application Coordination

The overall goal of this subtask is to provide NCTCOG staff with the tools and technical support needed to complete work tasks in an efficient and timely manner.

Computer Resource Management and Equipment Purchases

Transportation Planning Funds

This subtask is ongoing throughout FY2016 and FY2017. It includes various computer and computer-related system maintenance functions, as well as software and hardware purchases. As NCTCOG continues with the production of travel forecasts using the enhanced TransCAD model in a desktop computer/file and network server environment internal to the agency and the

data acquisition and storage of Intelligent Transportation System (ITS) data by wire, additional computer hardware will be required. This will consist of desktop microcomputers, application groups of new TransCAD computers, expansion of the amount of high-speed on-line data storage, network interconnection support, and additional software. Consultant assistance may be pursued to assist with this task. The list of equipment and software purchases for which Transportation Planning Funds will be utilized is provided as Exhibit II-1. Anticipated products include:

- Replacement of computers that are out of warranty;
- Extension of computer warranties to five years for computers not out of warranty; and
- Software ordered.

EXHIBIT II-1

**PLANNED COMPUTER SOFTWARE AND EQUIPMENT PURCHASES USING
TRANSPORTATION PLANNING FUNDS**

QUANTITY	DESCRIPTION	ESTIMATED PRICE
30	Microcomputer systems (desktops, portable, tablet)	\$ 75,000
5	Laser printers for network group usage	\$ 20,000
4	High-end modeling computers	\$ 60,000
2	Expansions of network high-speed data storage	\$ 100,000
10	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$ 5,000
---	Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, monitors/televisions, video cards, digital data tapes, network cards, network cabling, warranty	\$37,500
---	Licenses to traffic simulation and assignment software packages (two "TransModeler" and one "DTA" dynamic)	\$ 20,000
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses	\$150,000
---	Microsoft Structured Query Language (MS-SQL) Database software, interface and connections between the regional ITS fiber optic wide-area network and local area network (LAN) interconnections for use with the regional Intelligent Transportation System (ITS) projects to supplement the present ITS server	\$ 30,000
---	Software purchases/upgrades (for example, the current or higher versions of: SPSS and Adobe licenses), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals - Other	\$ 60,000

Other Funding Sources

Additional digital equipment, software and services funded by other sources are provided in Exhibit II-2, below. The funding is programmed in the appropriate subtask for the work.

EXHIBIT II-2
**PLANNED COMPUTER SOFTWARE AND EQUIPMENT PURCHASES USING
 OTHER FUNDING SOURCES**

QUANTITY	DESCRIPTION	ESTIMATED PRICE
---	Automated bicycle and pedestrian count equipment (Subtask 5.03)	\$16,400
---	Web hosting and maintenance for Clean Cities Coalition (Subtask 3.04)	\$25,000
---	Tablets and audio/video equipment for outreach and education (Subtask 3.04)	\$11,500

Geographic Information Systems Coordination

Transportation Planning Funds

This element is ongoing throughout both FY2016 and FY2017 and seeks to manage, coordinate and effectively utilize Geographic Information System (GIS) technologies to support transportation planning. This may include development, research, training, technical support and software and data maintenance. Anticipated products include:

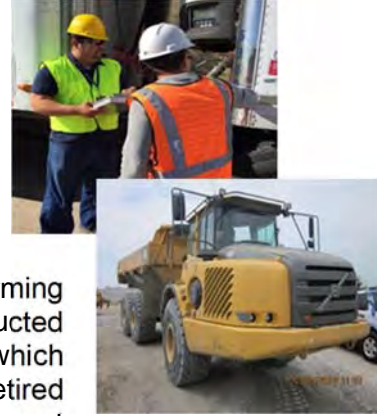


- GIS dataset and resource management and organization;
- GIS training;
- Map design and creation; and
- GIS analysis services.

1.05 Quality Control and Field Operations

Other Funding Sources

As various transportation-related projects are implemented throughout the region, staff will monitor grant-funded activities to ensure compliance by conducting quality control activities and on-site inspections, as needed. The goal of this subtask is to verify information provided by a performing party to ensure grant-funded activities are carried out in accordance with the performing party agreement. Field inspections of sub-grantees will be conducted by staff to verify compliance with various grant requirements, which may include, but are not limited to, documenting retired vehicles/equipment, inspecting replacement vehicle/equipment purchases, verifying construction completion, recording digital images for documentation purposes, and reviewing sub-grantee records. If deficiencies are discovered through this process, staff will work with the sub-grantee(s) in order to bring them into compliance or recommend further enforcement if unable to resolve. This subtask is ongoing throughout FY2016 and FY2017 and will be supported through Congestion Mitigation and Air Quality Improvement Program funds and Transportation Development Credits. Anticipated products include:

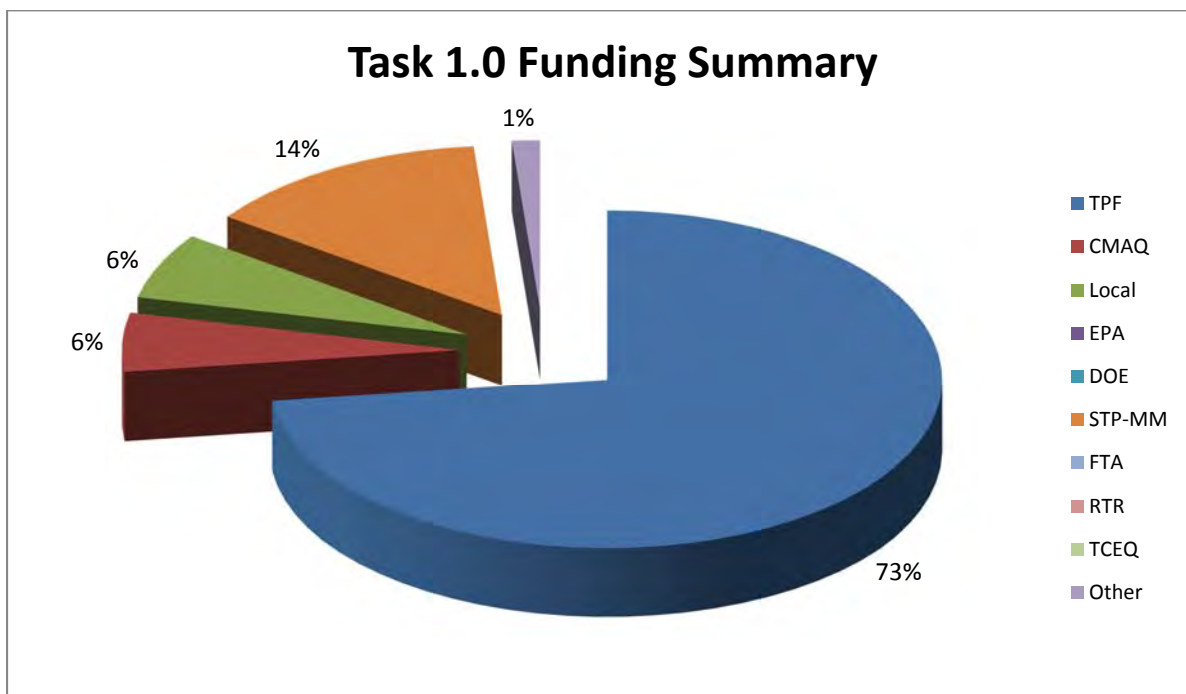


- Reports on grant-funded activities;
- Pictures of field inspections;
- Summaries on overall sub-grantee compliance; and
- Letters to sub-grantees regarding compliance status.

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
1.01	\$1,897,000	\$4,000	NCTCOG Local	
Subtotal				\$1,901,000
1.02	\$4,149,000	\$106,000	NCTCOG Local	
		\$90,000	Local	
		\$212,500	STP-MM	
Subtotal				\$4,557,500
1.03		\$20,000	NCTCOG Local	
		\$1,125,000	STP-MM	
		\$522,000	Local	
Subtotal				\$1,667,000
1.04	\$1,026,000			
Subtotal				\$1,026,000
1.05		\$543,000	CMAQ	
Subtotal				\$543,000
Total	\$7,072,000	\$2,622,500		\$9,694,500

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 person-hours, they are not reflected in the funding tables.



III. Task 2 – Transportation Data Development and Maintenance

A. Objective

The objective of this task is to produce analytical tools to support transportation planning, air quality conformity, congestion management, and transportation project studies, and to provide technical assistance to local governments for demographic and travel forecasting. The activities in this task also intend to make the analytical tools available to wider groups of potential users such as the general public and other local entities.

Analytical tools include forecasting models and the compilation of data from different sources. These data sources are associated to a wide variety of aspects that include transportation demand, infrastructure, land use, population, and employment, among others. The tasks performed include development of simulation tools used in forecasting and the dissemination of results and data. The results from forecast models are used in the decision-making process associated to current and future investments. These models are built based on the data sources and are sensitive to the planning policies under consideration.

The data sources cover a wide range of system and user data. The system data has two components: 1) data collected about usage of the transportation system such as traffic counts, delay, congestion, location of signals, transit boarding, high-occupancy vehicles (HOVs), travel time, and truck volumes and 2) geographically referenced information such as physical and political boundaries, roadway network, census data, and aerial photography. The user data encompasses items that are associated with the demand for the existing transportation system which are often obtained through interviews and surveys. These surveys intend to capture the following aspects: travel pattern of the residents, mode of travel in the region, time of travel, travel

demand for businesses, and truck demand by establishment type. The data inventory for both of these components is a major part of this task.

There are two major sets of forecasting models as part of this task. The first set corresponds to transportation models that encompass the majority of the modeling activities which are mainly associated to long-range planning, but that can also be useful in some short-range planning practices, detailed analysis and operational studies.

The second set of models is those related to the demographic forecasting process. The main output of these models is the geographically referenced demographic forecast that is used in long-range planning and air quality conformity. These models can also provide intermediate and short-range demographic data for staging the long-range plan and for the determination of air quality emission budgets.

Other activities in this task also cover the maintenance, training, dissemination of data and model products for application by specific analyses that include programming, Web site creation, and database implementation; the required management and maintenance of these products is also considered.

Transportation Department program areas (6) Model Development and Data Management and (4) Transportation Planning support this Work Program task.

B. Expected Products

The products of this task include a set of computer application programs, training material, databases, reports, and Web sites that enable the NCTCOG staff, member agencies, local governments, consultants and the general public to review transportation studies. To provide meaningful information for the public, the Web sites are designed to be intuitive and simple to

use, allowing access to large and detailed datasets. Specific products from each subtask are provided in the following descriptions.

C. Previous Work

Routine Work Efforts – The collection and preparation of data, development of analysis tools, tool and program training, and database maintenance are ongoing activities in Task 2. These efforts will continue in FY2016 and FY2017. The regional travel demand model served as a resource for numerous activities conducted by staff and by partner agencies including The Metropolitan Transportation Plan (MTP), the Transportation Improvement Program, and transit agency planning, among others. The model was maintained operationally, and technical support was provided for users. Validation for 2010 roadway data was completed, and maintenance and technical support of databases for performance measures, traffic counts and speed data continued. The NCTCOG Web site was used to deliver this data to local partners and the public. Geographic Information System based roadway and transit networks were developed and maintained for forecasting purposes in air quality analysis, the MTP, and corridor studies. Federal approval was obtained of the smoothed Dallas-Fort Worth Urbanized Area Boundary. Notable elements and surveys for Travel Forecasting Support are listed in the table below. In addition to travel-related data and modeling, population and employment data was collected, along with an inventory of existing and future land-use plans, and were used for the 2040 demographic forecast.

For fiscal years 2014 and 2015, Internet/Intranet Tool Development and Geographic Information Systems Coordination were a part of Task 2. For FY2016 and FY2017, these two elements have been moved into Task 1, and the results of the routine work efforts for these elements for FY2014 and FY2015 are reported there.

Non-Routine Work Efforts:

The status of significant or one-time work efforts contained in Task 2 is provided in the table below:

PROJECT	ACCOMPLISHMENTS TO DATE	REASON FOR CARRYOVER TO FY2016	ANTICIPATED COMPLETION
Documentation of the Model Needs and Development Process	An assessment of modeling needs has been conducted.	This is a recent initiative funded through an FHWA grant award. The F2014 and FY2015 UPWP was modified to include this project. Work efforts are in the very early stages.	FY2017
Household Travel Survey	Database and reports have been created and are available for use.	This project is a multi-year project, and a new phase will begin in FY2016.	FY2018
Airport Passenger Survey	Phase one of this project was completed, and a database and reports are available for use.	The second phase of this project will continue in FY2016.	FY2017
Transit Travel Survey	All data collection is complete. A database and reports are available for use.	Data analysis is continuing.	FY2016
Data-supported Transportation Operations and Planning Center Partnership (Note: funding source is local funds)	This is a four-year partnership through the University Partnership Program, and work has not yet begun.	Project initiation has been pending the identification of funding, finalization of the work scope, and an update to the administrative procedures for the program; work will begin in FY2016.	FY2019

D. Subtasks

The following subtasks address Transportation Data Development and Maintenance:

2.01 Travel Forecasting Support

This subtask is included annually to improve NCTCOG's travel forecasting capabilities and to coordinate NCTCOG's travel forecasting activities with other agencies and other UPWP subtasks. Resources will be provided in support of data collection, regional travel model development, the metropolitan transportation plan, transportation improvement program, congestion management process, safety and security program, air quality conformity analysis, roadway and transit alternative analyses, subarea studies, thoroughfare planning, environmental statements, and technical assistance to local public agencies.

Regional Travel Model Improvement and Support

Transportation Planning Funds

This element is ongoing throughout FY2016 and FY2017 and provides for the maintenance, improvement, and support of travel models developed at NCTCOG. These models provide analytical tools for various transportation analyses, policy testing, and public outreach. Improvement activities involve developing new tools and techniques to enhance travel model applications in various areas. The regional travel model includes Hill County in addition to the 12

counties that comprise the Metropolitan Planning Area (MPA) due to the fact that the southern split of Interstate Highway 35 is located within the boundary of this county and because of the impact that this facility has on transportation planning within the MPA. Support activities involve maintenance of the software and hardware of the modeling system, documentation, training of internal and member agencies' staffs, and assisting consultants who are providing service to the regional projects. Also, through the University Partnership Program, NCTCOG will participate in a study to evaluate the effect of travel-time savings on driver decisions to use managed lanes.

Additionally, this subtask provides for technical communication and participation at the State and national levels to ensure the travel models are developed in a coordinated manner according to future needs and expectations. Advanced transit studies that include improvements on transit data collection methods and innovative methods of conducting transit surveys are also covered. The results of these studies will increase the quality of the transit forecasting models that are used in the New Starts application process. Consultant services, intergovernmental agreements, and cooperation with universities may be necessary. Anticipated products include:

- Travel model components;
- Software application, training material and documentation; and
- Mentoring and technical services.

Alternative Transit Ridership Models

Transportation Planning Funds

This element encompasses the development or adoption of simplified transit ridership models that can produce quicker results than the regional travel model. The purpose of these models is to provide a faster alternative method for preliminary analysis of transit lines in short-range time horizons. This work will be done in coordination with the Federal Transit Administration (FTA) and other planning and transit agencies. It is anticipated that Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (The T), and the Denton County Transportation Authority (DCTA) will use the products of this effort for transit planning and enhancement of modeling tools for transit studies. Anticipated products include:

- Streamlined process for use of FTA-developed STOPS model; and
- A simplified direct model for estimation of ridership.

Travel Model Network Development and Maintenance

Transportation Planning Funds

Included in this element are the development and maintenance of geographic electronic roadway and transit network files used in travel demand modeling. Staff will monitor local and regional transportation improvements in order to develop and maintain a current-year network and various forecasted networks. Activities will be ongoing throughout FY2016 and FY2017. Anticipated products include:

- Current-year transportation network;
- Roadway and transit networks for the Metropolitan Transportation Plan and air quality conformity analysis;

- Roadway and transit networks for specific roadway and transit corridor studies;
- Network Development and Maintenance Program that is administered to continually evaluate network quality control through the review of existing and proposed transportation networks; and
- GIS-based roadway and transit networks for use in roadway corridor, transit corridor, and thoroughfare studies and as a response to technical assistance requests.

Documentation of the Model Needs and Development Process

Other Funding Sources

Activities in this element will document the thought process and significant decision-making challenges that are encountered through development of the intermediate-range plan for travel data and models. The goal of this project is to produce presentable material for FHWA to be shared with other planning agencies as an example of good practice. Work efforts are funded through a grant from the Federal Highway Administration and Transportation Development Credits. Anticipated products include three main categories of material:

- Document describing the expectations from the travel demand model in practical applications, defining a framework for long-range activities;
- Several documents and material describing the Calibration and Validation process for each model component; and
- Presentation material for the FHWA Travel Model Improvement Program (TMIP) in various subjects of the model system developments.

Development of a Regional Dynamic Traffic Assignment (DTA) Model

Other Funding Sources

Dynamic Traffic Assignment represents a further improvement upon the existing time-of-day static assignment as it seeks to provide a more detailed means to represent the interaction between travel choices, traffic flows, and time and cost measures in a temporally coherent manner. Specifically, dynamic traffic assignment models aim to describe such time-varying network and demand interaction using a behaviorally sound approach. The foundations for a DTA will be set and its implementation will start using available software applications in the industry. This activity will include the collection of detailed operational data, such as traffic counts by time of day. Surface Transportation Program—Metropolitan Mobility funds and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- A DTA model and software integrated in the regional travel model.

Regional Traffic and Travel Data Collection

Other Funding Sources

This element is ongoing throughout FY2016 and FY2017 and includes traffic and travel data collection and surveys. Specific survey initiatives include household, airport, toll road user and external surveys. Data collection initiatives include traffic speed and counts on major roadways.

These efforts will result in the creation of several travel databases that will be used in the development of new travel forecasting tools. Major projects in this area are described below:

- Household Travel Survey – NCTCOG, in collaboration with TxDOT, has joined the FHWA-managed National Household Travel Survey (NHTS) 2015 project, which utilizes consultant assistance. Data collection will begin in the fall 2015 and continue in 2016. The estimated overall household samples in the 12-county MPA is expected to be around 7,500. The final survey results will be available in FY2018. NCTCOG staff will also analyze and summarize previous household surveys. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility and local funds, as well as Transportation Development Credits. Anticipated products during FY2016 and FY2017 include:
 - Intermediate progress reports; and
 - Various databases.
- Airport Passenger Survey – The NCTCOG airport passenger survey program will continue in FY2016. This program started in FY2014 with a Dallas Love Field survey and continued with two more surveys in FY2015 at Dallas/Fort Worth International Airport (DFWIA) and Dallas Love Field. Love Field was surveyed twice to capture the effect of lifting the Wright Amendment in October 2014. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility funds and Transportation Development Credits. Consultant assistance will be utilized. Anticipated products include:
 - Intermediate progress reports and a final report; and
 - Various databases.
- Transit Travel Survey – NCTCOG, in participation with DART, The T, and DCTA, conducted a regional transit onboard survey in FY2014 and FY2015. This survey will be heavily used in updating the travel demand model and in the creation of the alternative transit ridership model. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility funds and Transportation Development Credits. Anticipated products in FY2016 include:
 - Intermediate progress reports; and
 - Various databases which will be available in FY2016.
- External Travel Survey – In cooperation with the Texas Department of Transportation and the Texas Transportation Institute, an external travel survey is planned for FY2016. This survey will include innovative approaches in data collection, such as cellphone location data, Global Positioning System (GPS) data, and the deployment of Bluetooth reader devices in the region. Staff activities in this project will include coordination of the technical process, analysis of data, development of sampling and weighting procedure, and analyzing the data products. Final survey results are expected in FY2018. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility funds and Transportation Development Credits. Consultant assistance will be utilized. Anticipated products during FY2016 and FY2017 include:
 - Intermediate progress reports; and
 - Various databases.

- Toll Road User Survey – In cooperation with the North Texas Tollway Authority (NTTA), NCTCOG will conduct a survey of toll and non-toll users in several corridors related to the socio-economic characteristics of the travelers and to their trip behavior and their willingness to pay for use of the tolled facilities. This study will also be used in an evaluation of environmental justice related to building the tolled facilities. Final survey results are expected in FY2018. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility funds and Transportation Development Credits. Consultant assistance will be utilized. Anticipated products during FY2016 and FY2017 include:
 - Intermediate progress reports; and
 - Various databases.
- Speed Data – Since 2013, FHWA has provided speed data, collected by HERE, to Metropolitan Planning Organizations. The coverage of this data encompasses the entire NCTCOG region and is delivered on a monthly basis, for five-minute intervals on most roadways. Staff will continue to develop databases for maintenance and use of this massive data. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility funds and Transportation Development Credits. Anticipated products include:
 - Database of speed on all roadway segments that are part of the National Highway System within the MPA; and
 - Geographical database of the speed data.
- Traffic Count Data – NCTCOG has been acquiring and archiving traffic count data in the region for more than 10 years. This effort will continue in the next two fiscal years. The source of most of these counts is the TxDOT Saturation Count program managed by TxDOT headquarters in Austin. There are significant count data collection projects in the region, managed by TxDOT districts and local governments that can add value to the NCTCOG archive count database. The efforts in this activity are focused on creating cooperative relationships with the local entities, mostly TxDOT districts and cities that collect counts in a way that can be transferred to NCTCOG. The success in this task can be measured through the sustainable flow of data from various entities to NCTCOG. For the duration of this document, staff will focus on obtaining the data from TxDOT districts in the region, cities and NTTA. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility funds and Transportation Development Credits. Anticipated products include:
 - Set of data files of the traffic counts, which will be used to create final products for general public and data analysts.

Transit Fare Box Data Analysis

Other Funding Sources

DART and The T transit networks are equipped with an electronic fare collection system. This system produces a large amount of data that contains detailed information about the travel patterns of transit users but has not yet been fully analyzed. This element includes the comprehensive analysis of this dataset that will contribute to the improvement of the transit assignment model and assist the transit agencies in better understanding the system through accessing boarding counts. Consultant assistance may be utilized. Federal Transit Administration

funds, Regional Transportation Council Local funds, and other local funds will be used to conduct this planning study scheduled to begin in FY2016. Anticipated products include:

- Various databases;
- Intermediate progress reports; and
- Software programs.

2.02 Transportation Data Management

Transportation Planning Funds

Work in this subtask will continue throughout FY2016 and F2017. Included are NCTCOG's ongoing regional traffic count program, as well as the cleaning, geo-coding, and analysis of other data such as travel times. The traffic count data will be used for travel model calibration/validation, system performance reports, and other transportation planning activities. Regular data analysis efforts include vehicle classification counts, directional traffic counts, geo-referenced travel time runs (speed studies), and vehicle occupancies. Other analyses that will be performed on transportation data are those related to the following items: air quality, traffic accidents, data collected on Intelligent Transportation System devices, travel time contours, travel times on corridors, historical data of transportation-related measures and gasoline consumption, and Census and American Community Survey data. The transportation datasets will be transferred from their original files into spatial SQL Server databases. The contents of the integrated transportation databases will be made available to NCTCOG, local government users, and the general public through computer tools such as Web-based graphic user interfaces. Anticipated products include:

- Database and Web site for transportation performance measures;
- Database and Web site for traffic counts; and
- Database for speed and travel time data.

Activities in this subtask also include development of a comprehensive plan for a traffic count program in the region. Anticipated products include:

- A geographic database of point locations where traffic counts will be collected, with locations defined based on the needs dictated by the studies performed at NCTCOG; and
- Document specifying the type of counts and the financial requirements associated with several possible implementation methods.

Data-Supported Transportation Operations and Planning (D-STOP) in the Dallas-Fort Worth Area

Other Funding Sources

Through the University Partnership Program, NCTCOG will participate in D-STOP research activities which focus on harnessing innovative technologies and data sources to develop architectures and systems for data collection and analysis. Some of these can be directly applied today in the operation or long-range planning of transportation systems, and some will support

next-generation methods for operations and planning. These methods will be useful for evaluating proposed solutions with a broad range of metrics (e.g., reflecting multimodal or equity issues), with greater accuracy and precision than before, and for allocating scarce funding in a way that maximizes the potential for equitable economic growth. Regional Transportation Council and other sources of local funds will be utilized. Anticipated products include:

- Reports that provide guidance and methods for using data from untested technologies.

2.03 Demographic Data and Forecasts

Current demographic estimates are developed and monitored by NCTCOG's Research and Information Services (RIS) Department, in cooperation with local governments and other agencies. Future-year forecasts are developed cooperatively by local governments, state agencies, and NCTCOG's RIS and Transportation Departments. Consultant assistance may be requested for this subtask. Some software programs and databases may be purchased.

Data Maintenance and Public Information

Transportation Planning Funds

Ongoing throughout FY2016 and FY2017, this item includes improvements to internal databases; improvements to the public dissemination of information, including public agency access to data through a secured, Web-based interface; refinement of Census 2010 and American Community Survey (ACS) databases, technical support by RIS to assist with other transportation projects. Additionally, monitoring regional growth through the collection of new residential development data, acquisition of employer database from public and private sources, acquiring land-use data, and creating organized databases of these data for transportation and land-use analysis will take place. Anticipated products include:

- Database of past and forecasted growth of population and employment;
- GIS data layers – Census geographies, major developments and features, and road and boundary files;
- Land use – inventory of land based on use such as residential, commercial, and industrial;
- Census data – processed decennial and American Community Survey data;
- Development monitoring – identification and tracking of developments with at least 80,000 square feet, 80 housing units, or 80 employees on site;
- Population estimates – annual, current-year estimates of population and housing for cities and counties;
- Small-area estimates – estimates of population and jobs by industry sector for sub-county areas like Census tracts; and
- Limited technical assistance – responses to a variety of inquiries by phone or email.

Monitoring Regional Development Trends

Transportation Planning Funds

Annual monitoring of demographic activities in the Dallas-Fort Worth region to support NCTCOG's transportation information systems is included in this element. Key to this task will be creating

and maintaining relationships with partner agencies, local governments, and private-sector entities to streamline and automate the development monitoring process. This item also includes evaluation of the type and location of major developments in recent years to determine the impact of different market forces, including the region's rail system, and the development of activity trends. Staff will also review developments classified as special traffic generators for currency and accuracy. Activities will be ongoing throughout FY2016 and FY2017. Anticipated products include:

- Databases of developments in housing, and large employers.

Regional Demographic/Land-use Model Improvement and Support and Development of Forecasts

Transportation Planning Funds

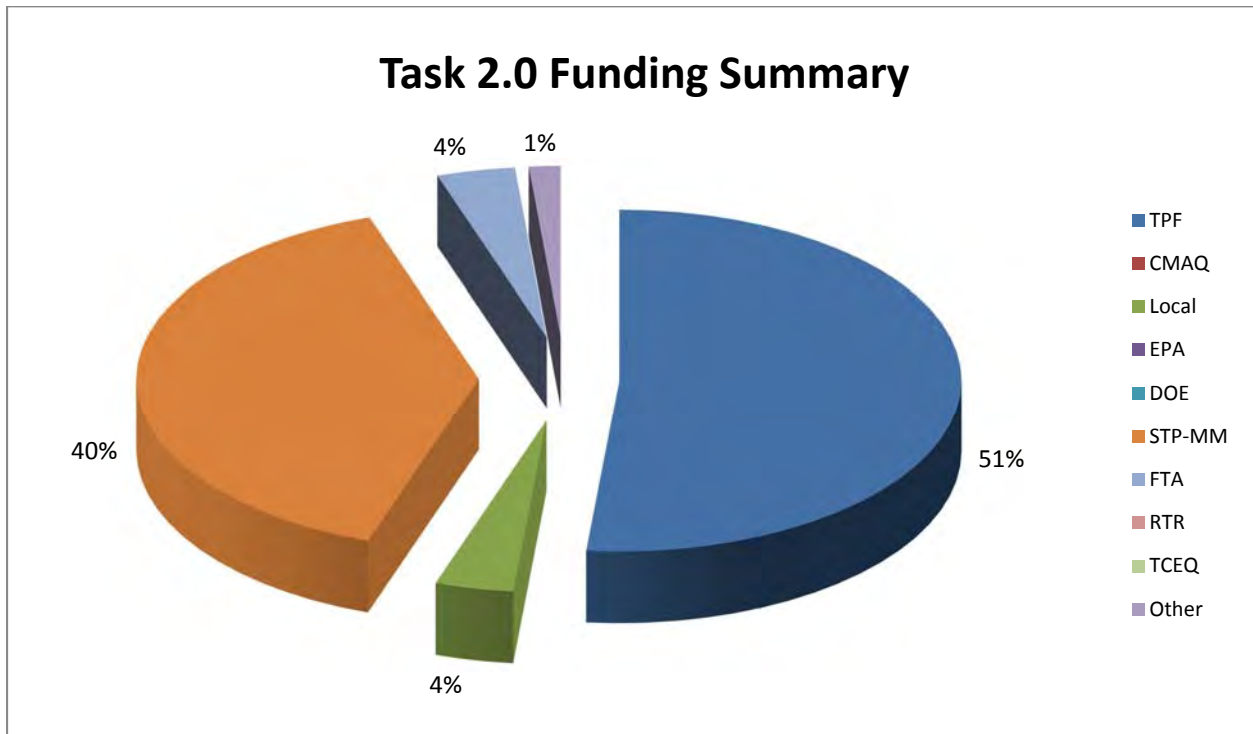
This item includes: 1) improvement and support of the regional demographic/land-use model, 2) generation of project-based demographic datasets, and 3) evaluation of other possible methodologies for the demographic forecasting process. Activities will be ongoing throughout FY2016 and FY2017. Anticipated products include:

- Project-based demographic forecasts.

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
2.01	\$1,994,000			
		\$96,000	FHWA	
		\$239,000	FTA	
		\$2,559,000	STP-MM	
		\$164,000	Local	
Subtotal				\$5,052,000
2.02	\$332,000			
		\$75,000	Local	
Subtotal				\$407,000
2.03	\$1,007,000			
Subtotal				\$1,007,000
Total	\$3,333,000	\$3,133,000		\$6,466,000

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.



IV. Task 3 – Short-Range Planning and Programming, and Air Quality and Transit Operations

A. Objective

The current transportation funding bill, Moving Ahead for Progress in the 21st Century (MAP-21), reaffirmed the role of the Metropolitan Planning Organization (MPO) prescribed in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The MPO continues to serve as a cooperative partner with the Texas Department of Transportation (TxDOT), local governments, North Texas Tollway Authority (NTTA), Collin County Toll Road Authority (CCTRA), and transportation providers to identify, evaluate, select, and prioritize transportation projects to be included in the Transportation Improvement Program (TIP). The Regional Transportation Council (RTC) and the North Central Texas Council of Governments' (NCTCOG) staff will be involved in the monitoring and implementation of the TIP, as well as in funding initiatives directed to projects selected to use Surface Transportation Program—Metropolitan Mobility (STP-MM) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. In addition, the MPO coordinates the selection of projects funded with Metro Corridor and Texas Mobility Funds, along with the proceeds of public-private toll projects (Regional Toll Revenue funds). An anticipated element will be the further refinement and monitoring of projects funded through these programs.

The Clean Air Act Amendments of 1990 and federal surface transportation legislation integrate transportation and air quality planning activities at local, state, and federal levels. Effective July 20, 2012, the Environmental Protection Agency (EPA) designated ten counties in North Central Texas as “moderate” nonattainment for the pollutant ozone, and therefore, requires a favorable transportation conformity determination for implementation of transportation projects and programs utilizing federal funds. Transportation control Measures (TCMs) that are contained in

the State Implementation Plan (SIP) must be evaluated for timeliness through transportation conformity. Monitoring and reporting systems will be employed to ensure air quality objectives are met. Programs addressing the demand for mobility, the transportation supply, and the importance of new technology are included as part of a coordinated and comprehensive planning approach to the region's air quality problem. In addition to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) support, funding from the Texas Commission on Environmental Quality (TCEQ) is also provided to support the air quality subtasks.

In addition, a significant portion of the FY2016 and FY2017 UPWP is dedicated to providing continued support for planning associated with improving and expanding public transportation in the Dallas-Fort Worth area. These efforts include projects in support of Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (The T), and the Denton County Transportation Authority (DCTA), as well as planning initiatives directed toward new transit services in the region.

Although not a requirement in the Unified Planning Work Program document, this Task also includes management and operations projects that are being carried out by MPO staff in addition to the planning activities. These projects are included in order to provide a more complete inventory of staff activities. Several of these implementation initiatives are aimed at helping the region reach attainment of the 8-hour ozone standard and are primarily funded through Surface Transportation Program – Metropolitan Mobility and Congestion Mitigation and Air Quality Improvement Program funds authorized by the Regional Transportation Council. US Department of Energy, Environmental Protection Agency, and TCEQ funds are also used in attainment initiatives. In addition to air quality initiatives, implementation activities funded primarily by the Federal Transit Administration to support enhanced transit service in the region are also included.

Transportation Department program areas (2) Transportation Project Programming, (4) Transportation Planning, and (5) Air Quality Planning and Operations support this Work Program task.

B. Expected Products

Products of Task 3, Short-range Planning and Programming, and Air Quality and Transit Operations are the result of ongoing transportation planning, air quality planning, and transportation improvement programming activities. Many of these are annual activities, such as the preparation of the Transportation Improvement Program, transportation conformity analysis and emission inventories, and support of various air quality improvement initiatives. Detailed products from the subtasks are included in each of the following subtask descriptions.

C. Previous Work

Routine Work Efforts – Activities in support of the Transportation Improvement Program (TIP); air quality planning, operations, and marketing; and transit planning and operations are ongoing and continued throughout FY2014 and FY2015. Along with completing the 2015-2018 TIP, over 600 quarterly modifications to the 2013-2016 TIP/Statewide TIP were executed. Annual project listings and changes in Regional Toll Revenue were reported to the Texas Department of Transportation. Modules of the data management system for monitoring, tracking, and assessing projects were tested and deployed.

NCTCOG staff conducted the 2014 Transportation Conformity analysis for the Mobility 2035 – 2014 Amendment and the 2015-2018 Transportation Improvement Program. Emission inventories were also conducted, and a database of transportation projects and programs included in the State Implementation Plan was maintained. Staff sought and received funding to advance efforts to reduce mobile emissions around the region. More than 4,000 high-emitting

vehicles were repaired or replaced under the AirCheckTexas Drive a Clean Machine Program, and the Heavy-Duty Diesel Inspection and Maintenance Pilot Program moved from Phase 1 completion to initiation of Phase 2. Coordination, education, technical training and outreach were conducted to increase awareness about activities and new technologies available to improve air quality.

Planning and technical assistance was provided to public transportation providers under Task 3, along with implementing strategies to reduce barriers to travel around the region, particularly for low-income workers and individuals with disabilities. In addition to planning activities for transit, operations endeavors enabled the delivery of 36 Americans with Disabilities Act accessible transit vehicles to public transportation providers, support for four Job Access/Reverse Commute projects, regional vehicle-for-hire standards and event oversight, and interim transit service for clients in Collin County.

Non-routine Work Efforts – The status of significant or one-time work efforts contained in Task 3 is provided in the table below:

PROJECT NAME	ACCOMPLISHMENTS TO DATE	REASON FOR CARRYOVER TO FY2016	COMPLETION
FWTA Transit Plan	NCTCOG procured a consultant to assist in developing a transit master plan for the Fort Worth Transportation Authority. The effort is underway and staff will continue to co-manage the effort and provide technical assistance as needed.	Final contract negotiations delayed the start date of the planning effort. The plan is scheduled to be completed in the November 2015 timeframe.	FY2016

D. Subtasks

The following subtasks address Short-range Planning and Programming, and Air Quality and Transit Operations:

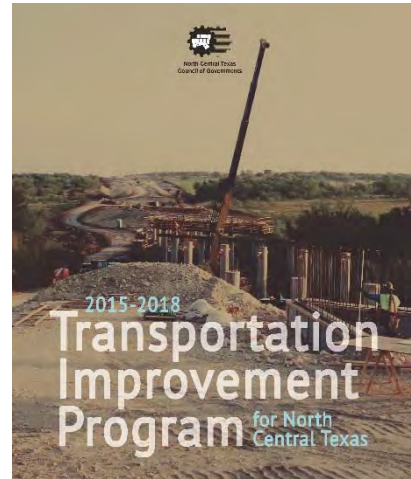
3.01 Transportation Project Programming

The Dallas-Fort Worth Metropolitan Planning Organization (MPO) coordinates with the Texas Department of Transportation (TxDOT), transit providers, local governments, and other transportation partners to prioritize and select projects for inclusion in the Transportation Improvement Program (TIP). The Regional Transportation Council (RTC) and North Central Texas Council of Governments (NCTCOG) continue to monitor and implement projects in the TIP.

Transportation Improvement Program

Transportation Planning Funds

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding by federal, State, and local sources within the Dallas-Fort Worth area. Before transportation projects are selected and listed in the TIP, they are evaluated to ensure consistency with the current Metropolitan Transportation Plan and Air Quality Conformity Determination. These steps ensure that projects improve regional safety and mobility without detrimentally impacting air quality within the Dallas-Fort Worth area. In addition, the TIP has been analyzed to ensure that project listings are fiscally constrained to available resources, meaning that projects can only be included if federal, State, local or other funds are available to cover project costs. Every two years a new TIP document is developed to which updates are made on a quarterly basis.



As funds are made available, the Regional Transportation Council issues funding initiatives or calls for projects to local governments and transportation agencies. It is anticipated that new projects will be selected in the FY2016 and FY2017 timeframe using State funding. As new funding sources or additional funding allocations arise, staff will implement appropriate project selection processes.

MPO staff will also provide general assistance to implementing agencies, elected officials, and the public regarding funded transportation projects, including the development and implementation of transportation solutions. In addition, MPO staff will track and monitor projects to ensure timely completion. This subtask is supported with Transportation Planning Funds. Anticipated products in FY2016 and FY2017 include:

- Draft TIP modifications for public review and comment;
- A financially constrained 2017-2020 TIP document in FY2016;
- Quarterly TIP modifications in alignment with the Statewide Transportation Improvement Program (STIP) revision cycles;
- Calls for projects and funding initiatives as funding becomes available; and

- A report to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and TxDOT that details the obligation of federal funds to individual projects at the end of each calendar year.

Regional Project Tracking, Monitoring, Assessment, and Software Development Project

Other Funding Sources

A series of improvements to the transportation project information system (TIP database) will continue. The goal of this project is to enable the tracking of projects by individual phase including the cost, funding, start date, and completion date of each project phase. This project was originally created in response to the federally mandated year of expenditure/total project cost requirements, as well as the increased complexity involved with funding, tracking, and monitoring transportation projects. Creation and expansion of this data management system will reduce administrative project review time and increase the availability of timely project information. This project is funded with STP-MM funds and Transportation Development Credits. Anticipated products include work on the interactive, Web-based interfaces noted below:

- Enhancements to the TIP modification submittal interface and full deployment of the TIP modification editing module in FY2016;
- Deployment of additional TIP database modules including: development of future TIP documents, tracking of transit projects, tracking of project status, GIS mapping, and funding obligations; significant progress anticipated in FY2016 and FY2017.

Regional Toll Revenue Fund Management and Project Tracking Implementation

Other Funding Sources

Since 2007, MPO staff has tracked Regional Toll Revenue (RTR) funds and projects, and efforts to monitor selected projects will continue. Regional Toll Revenue funds will continue to support these activities. Anticipated products in FY2016 and FY2017 include:

- An up-to-date RTR-funded project list and account balances;
- Standard operating procedures to maintain data integrity;
- Coordination with TxDOT and NCTCOG Administration Department on RTR fund and expenditure discrepancies;
- Updates to the local environmental checklist developed by NCTCOG and a database of environmental reviews of RTR-funded projects; and
- Quarterly submission of RTR project changes to TxDOT for inclusion in the Texas Transportation Commission (TTC) Minute Order for authorization.

3.02 Regional Air Quality Planning

Since 1991, the North Central Texas region has been in nonattainment for the ozone National Ambient Air Quality Standard (NAAQS). As a result of this designation, federal and State procedures are required in order for projects identified in multimodal transportation plans to proceed to implementation. In response, a variety of air quality planning occurs to ensure these requirements are met.



DFW Nonattainment Area Boundary

Air Quality Planning

Transportation Planning Funds

The Dallas-Fort Worth State Implementation Plan (SIP) is a legal and federally enforceable plan mandated by the Clean Air Act (CAA). This plan identifies how nonattainment areas will reduce emissions from stationary, area, and mobile sources to demonstrate attainment and/or maintenance of air quality standards. In nonattainment areas, the CAA mandates that federally funded and regionally significant transportation activities must conform to the SIP. Under this requirement, the Regional Transportation Council, as the transportation policy body for the Metropolitan Planning Organization, is required to make an initial local-level transportation conformity determination on the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) before submitting recommendations to the US Department of Transportation for independent review and a final federal-level conformity determination. The conformity determination is a method to ensure that federal funding and federal approval is given to transportation projects, programs, and policies that are consistent with regional air quality goals. This work element is ongoing throughout FY2016 and FY2017. Consultant assistance may be utilized. Anticipated products include:

- Development, analysis, and monitoring of elements contained in and required of the SIP, as necessary, to meet air quality requirements;
- Assistance with addressing specific data and technical requests;
- Tracking of and responses to statewide and national rules and guidance affecting the nonattainment area and surrounding counties, such as the ozone NAAQS and other primary or secondary pollutants, greenhouse gases, and climate change;
- Annual report of pollutant levels at monitoring stations located throughout the region;
- A successful regional air quality conformity analysis incorporating new or updated projects proposed for inclusion in the MTP and TIP;
- Monitoring of the timely implementation of Transportation Control measures;
- Monitoring, collecting, and updating of Mobile Source Emission Reduction Strategies commitments for annual reporting requirements of emission reduction projects;
- Guidance, rules and proposals that incorporate NCTCOG direction/expertise and/or experiences related to NAAQS and mobile-source issues;
- Evaluation of technical models used in regional air quality planning, with feedback to agency developing the model(s) and, as appropriate, creation of in-house applications to successfully run models;

- Presentations for workshops, technical committees, student chapters, and training sessions; and
- Update of the NCTCOG Web site with the latest air quality information.

Other Funding Sources

In addition to Transportation Planning Funds, this program also uses Surface Transportation Program--Metropolitan Mobility (STP-MM) funds and Transportation Development Credits to support activities noted above. Consultant assistance may also be utilized.

Emission Inventories and Technical Studies

Other Funding Sources

Emission inventories estimate emission amounts from specific sources within a specified area and time interval. Transportation emission budgets used in transportation conformities are developed based upon emission inventories used in development of the SIP and the impact of control measures included within that SIP. Emissions are greatly impacted by regionally specific data, so updated regional inventories analysis is necessary to better predict future-case emission impacts from control strategies, vehicle miles traveled, vehicle activity from outside the nonattainment area, and evaporative emissions. This work element will be supported through Texas Commission on Environmental Quality funds. This element is ongoing throughout FY2016 and FY2017. Consultant assistance may be utilized. Anticipated products include:

- A variety of emission inventories for federal, State, or local requirements; and
- Mobile source technical analysis performed to enhance state of the practice.

3.03 Air Quality Management and Operations

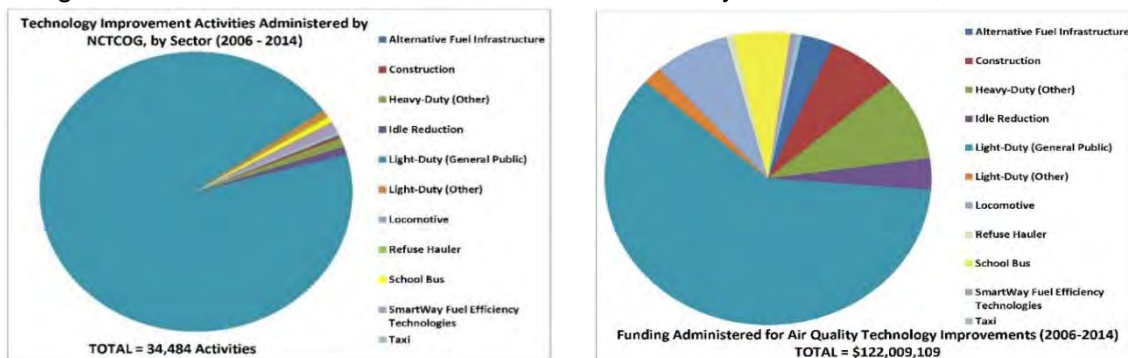


Ten counties in the North Central Texas Council of Governments (NCTCOG) service area have been designated as nonattainment for the pollutant ozone. As the majority of ozone-forming emissions are attributable to mobile sources and other transportation-related activities, numerous strategies are being implemented to reduce emissions and air quality impacts. This is accomplished through a variety of programs aimed at reducing nitrogen oxides, volatile organic compounds, and other criteria pollutant emissions by expediting the use of advanced technologies as well as implementing demonstration programs to study the feasibility of control measures for possible region-wide deployment. NCTCOG staff also recommends policies, participates in partnerships, and provides support for other stakeholders who are implementing emission-reducing activities. All efforts are undertaken with the goal of working toward attainment of the federal ozone standards and improving overall ambient air quality. Work also supports and complements objectives of the DFW Clean Cities Program.

Technology Improvements

Other Funding Sources

Technology improvements are achieved through programs, often implemented through regional funding opportunities, which enhance the use of cleaner, sustainable, more fuel-efficient vehicles, equipment, and technologies. Activities may be comprised of accelerated fleet replacement; vehicle emissions repairs; engine repowers, upgrades, and retrofits; alternative fuels and vehicles; advanced truck technologies; idle-reduction technologies; and other low-energy use technologies. Staff efforts under this element include not only award of funds, but also monitoring



of grant-funded activities to ensure adherence to reporting and project fulfillment. Work also includes promotion of relevant funding initiatives available from other agencies who offer funding programs, such as the US Environmental Protection Agency (EPA) or the Texas Commission on Environmental Quality (TCEQ); in this case, staff works to improve awareness of such programs among local vehicle or equipment owners to ensure that the region is competitive in seeking and receiving funds. This work element will be supported through Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Surface Transportation Program-Metropolitan Mobility (STP-MM) funds, US EPA funds, the TCEQ funds, Regional Transportation Council (RTC) Local funds, Transportation Development Credits, and private funding sources. This element is ongoing throughout FY2016 and FY2017. Anticipated products include:

- Competitive grant applications to seek additional funds to further leverage Calls for Projects (CFPs) and technology implementation efforts;
- Open competitive CFPs to select eligible technology projects for implementation, which may include vehicle repair, replacement, repower, retrofit, idle reduction technologies, refueling infrastructure, or other emissions reduction technologies;
- Development of a revolving loan program to fund emission-reduction strategies;
- Executed subgrantee agreements;
- Implemented technology projects, including installation of electrified parking space technology at trucking terminals;
- Technology project reimbursements;
- Report on funded grant activities; and
- Resources to assist vehicle/equipment owners in identifying potential technology improvements and related financial assistance.

Demonstration Programs

Other Funding Sources

These types of programs investigate methods to reduce fuel use and emissions not only through emissions testing, but also through activity and behavior modifications. Typically, these programs seek to demonstrate the benefit and feasibility of potential or conceptual measures for greater implementation. Projects may include both light- and heavy-duty vehicles, non-road equipment, and energy conservation techniques. NCTCOG may seek assistance from consultants for data collection and/or analysis. This work element will be supported through STP-MM funds, CMAQ funds, and RTC Local funds, and Transportation Development Credits. This element is ongoing throughout FY2016 and FY2017. Anticipated products include:

- Feasibility studies on existing or new programs, including enhanced inspection and maintenance (I/M) programs;
- Vehicle deployment pilot program to encourage the purchase and use of low-emitting vehicles through partnerships and opportunities for individuals to experience Alternative Fuel Vehicles (AFV) first-hand;
- Educational campaign to reduce idling at school campuses, including before and after studies utilizing remote sensing technology;
- Evaluation of emissions reductions by using technology to determine heavy-duty diesel vehicle compliance, giving heavy-duty trucks the ability to bypass weigh stations;
- Heavy-duty vehicle weigh-in-motion evaluation to reduce emissions by using technology to determine vehicle compliance;
- Report including outcomes and follow-up related to various pilot programs or demonstration projects; and
- Promotion of the US Green Building Council Leadership in Energy and Environmental Design Clean Construction Pilot Credit.

Partnerships and Collaborations

Other Funding Sources

This element includes participation in collaborative efforts on the local, State, and federal levels to promote or implement projects or programs that help improve air quality. New innovative partnerships may also be sought with local governments, and private and non-profit stakeholders with key connections or interest in air quality or promoting “green” initiatives, such as hospitals, hotels, utility companies, or private developers. Collaborations may also be established with entities having connections to vehicles/equipment/technologies. Staff may also provide technical assistance and develop resources to facilitate involvement and aid decision making among local governments, industry, and the general public. This work element will be supported through CMAQ funds, STP-MM funds, RTC Local funds, US EPA funds, US Department of Energy (DOE) funds, and Transportation Development Credits. This element is ongoing throughout FY2016 and FY2017. Anticipated products include:



- Continued partnerships with federal, State, and regional/local partners including, but not limited to, the EPA SmartWay Transport Partnership, the National Association of Regional Councils, and DOE;
- Continued membership in and support of formal partnership arrangements, including the North Central Texas Stewardship Forum and EPA SmartWay Transport Partnership;
- Administration of the Freight Efficiency Outreach Program, in collaboration with local trucking industry representatives and EPA;
- Review of and comment on air quality regulations, projects, programs, or studies by federal, State, local, or private entities, as requested and appropriate;
- Periodic meetings and conference calls regarding various air quality initiatives;
- Innovative new partnerships with key stakeholder organizations, such as vehicle auctioneers, charities and non-profits who accept donated vehicles; hospitals and universities, as well as the US Green Building Council, vehicle rental companies, and major employers in the region; and
- Collaboration with key stakeholders to develop a Web site that serves as a “clearinghouse” of information regarding energy efficiency and conservation associated with air quality, transportation, and related issues.

Regional Policies and Best Practices

Other Funding Sources

These policies provide guidance on best practices to minimize the emissions impact of individual entities’ activities and may consider acquisition, operation, and/or maintenance behaviors. Information sharing can reduce the magnitude of resources needed to implement best practices and can offer insight into ways to reduce barriers to adoption of emission-reducing activities. Staff will work with regional stakeholders, including local governments and relevant private-sector entities, to evaluate opportunities where policies might best be suited to facilitate emissions reductions and develop such policies where appropriate. Implementation assistance will also be provided by staff to adopting entities throughout the region. This work element will be supported through STP-MM funds, RTC Local funds, US DOE funds, and Transportation Development Credits. This element is ongoing throughout FY2016 and FY2017. Anticipated products include:



- Locally Enforced Idling Restrictions and Clean Fleet Policy adoption by additional local governments;
- Opportunities to streamline regulations and/or permitting practices that impact use of technologies to help reduce emissions, including but not limited to, alternative fuel vehicles, electric recharging equipment, and alternative energy sources;
- Equitable, favorable options for capturing revenues from vehicles that do not pay traditional gasoline tax; and
- NCTCOG Standard Specifications for Public Works Construction containing Clean Construction Specification elements (in coordination with the NCTCOG Environment and Development Department).

Enforcement Activities

Other Funding Sources

Enforcement is a critical component to ensuring adherence to established policies. Various initiatives are designed to specifically target vehicles producing excessive emissions and not in compliance with automobile emissions standards. Through these efforts, counties will continue to be encouraged to enhance Regional Emissions Enforcement Programs to include other enforcement-related projects, including truck-lane restrictions and idling restrictions. In addition, staff will continue to expand and improve various information systems, and continue to provide training and support to local law enforcement agencies.



Staff will also continue administering the Regional Smoking Vehicle Program (RSVP). Enforcement efforts will be supported by CMAQ funds, STP-MM funds, and Transportation Development Credits. This element is ongoing throughout FY2016 and FY2017. Anticipated products include:

- Emissions enforcement database enhancements;
- Continued partnerships with law enforcement, State and federal agencies, and other I/M interested parties;
- Periodic meetings and training classes regarding emissions enforcement issues;
- Education and training for both law enforcement and the general public regarding impacts of an integrated single sticker for both vehicle registration and inspection;
- Evaluation of RSVP enhancements; and
- Correspondence and follow-up with vehicle owners regarding RSVP.

3.04 Transportation and Air Quality Communications

As policies, projects, and programs are implemented to fulfill obligations required under the variety of air quality mandates (e.g., Clean Air Act, National Ambient Air Quality Standards, State Implementation Plan, etc.), communication efforts are strategically created and implemented to educate and inform the region on current air quality levels, associated impacts, strategies for improvement, funding opportunities, and new programs and/or policies. Staff will continue to engage the region through both traditional and new media, including professionally produced videos. These videos may be distributed through various avenues, including, but not limited to, social media, Web sites, portable storage devices (i.e., flash drives), and television. In order to produce professional, high-quality videos, additional video production equipment may be purchased.

Air Quality Public Education and Communication

Other Funding Sources



The North Central Texas Council of Governments will continue to implement a general public awareness campaign that encourages public participation and support of key elements in the State Implementation Plan and other air quality improvement strategies, as well as the reduction of energy use. This work element will be supported through Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Surface Transportation Program—Metropolitan Mobility (STP-MM) funds, Transportation Development Credits, and other funding sources. Consultant assistance and paid media will be utilized when needed. This element is ongoing throughout FY2016 and FY2017. Anticipated products include:



- A regional general public air quality and energy conservation campaign, utilizing communication strategies including, but not limited to, Web site, paid media, social and electronic media, videos, and outreach/assemblies;
- Integrated campaign resources for use by local governments, the business community, and other interested parties;
- Regional growth of overall efforts through regular meetings and conference calls with the Air Quality Public Relations Task Force (AQPRTF) and other partners including State, federal and local air quality alliances about the campaign and other air quality education initiatives;
- AQPRTF partner recognition;
- New partners for the Air North Texas campaign;
- Purchase and use of electronic equipment and devices for outreach; and
- Communication and marketing services for local governments, as well as other NCTCOG Transportation Department programs/campaigns.

Clean Cities Program

Other Funding Sources

The Dallas-Fort Worth (DFW) Clean Cities Program will continue to serve as 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. The program consists of facilitating the deployment of alternative fuel vehicles (AFVs); supporting installation of alternative fuel refueling infrastructure throughout the North Texas region; increasing the use of fuel blends (i.e., diesel/biodiesel and ethanol/gasoline); accelerating sales of hybrid electric vehicles; promoting informed consumer choice on fuel economy; and encouraging the use of idle reduction technologies and strategies. This work element will be supported through CMAQ funds, STP-MM funds, US Department of Energy funds, Transportation Development Credits, and other funding



**Dallas-Fort Worth
CLEAN CITIES**

sources. Consultant assistance may be utilized. This element is ongoing throughout FY2016 and FY2017. Anticipated products include:



- Education, outreach, events, technical guidance, fleet recognition, video/online media, interactive Web site (including hosting and maintenance) and other initiatives;
- Purchase of electronic equipment and devices, and computers for the purpose of outreach, technical guidance, and video production;
- Barrier reduction initiatives, including, but not limited to, AFV Preferential Parking, to address alternative fuel adoption;
- Workshops and training regarding all aspects of acquiring, operating, and maintaining AFVs and advanced technology vehicles and infrastructure;
- Sub-awardee contract monitoring;
- Meetings and conference calls regarding Clean Cities initiatives; and
- Regular DFW Clean Cities Coalition meetings and subcommittee meetings as needed.

3.05 Public Transportation Planning and Management Studies

This work program subtask provides funding to assist local governments and transportation providers with public transportation funding, operational, and planning activities that focus on identifying opportunities for increased service in the region, as well as improving the efficiency and effectiveness of current systems.

Fort Worth Transportation Authority (The T) Transit System Plan

Transportation Planning Funds

In response to the challenges of growth in the region and to meet the future mobility needs of the Tarrant County area, The T is in need of a blueprint to guide the development of future transit service and capital investments. The development of a transit system plan will generate a long-range strategy for providing policy direction on existing and future travel demands throughout Tarrant County. The plan will identify and prioritize capital and operational needs in the next five years, and develop a vision for The T service over the next 20 years. This activity will conclude in FY2016. In addition to Transportation Planning Funds, local funds will also be utilized to support work activities. Consultant assistance will be requested. Anticipated products include:

- A final report on the project.

Denton County Transportation Authority (DCTA) Comprehensive Service Analysis

Transportation Planning Funds

The Denton County Transportation Authority will conduct a Comprehensive Service Analysis in FY2016 and FY2017. Staff will provide technical assistance supporting DCTA's project. Anticipated products include:

- Assistance with demand modeling, ridership projections, financial modeling, and technical analysis.

Public Transportation Funding and Operations

Transportation Planning Funds

This planning activity is ongoing throughout both FY2016 and FY2017, supporting the efforts of metropolitan, urban and rural transit providers in the North Central Texas region. General responsibilities include monitoring transit appropriations, grant activities and funding issues; identifying and monitoring transit-related issues of local, regional, and national interest; and responding to citizen, consultant, State, and federal requests for data, information, or assistance. Additional responsibilities include providing technical assistance to providers by coordinating the dissemination of technical information, federal regulations, and grant requirements. Anticipated products include:

- Planning for financial needs in coordination with local public transit providers;
- Assistance to transit providers in the development of the annual program of projects and coordination of the programming of funds in an approved Statewide Transportation Improvement Program (STIP); and
- Planning for the transportation needs of the disadvantaged, including low income, seniors, and individuals with disabilities, in an effort to increase opportunities and access to public transportation.

Regional Public Transportation Coordination

Transportation Planning Funds

This planning activity is ongoing throughout both FY2016 and FY2017, supporting activities that further a coordinated and seamless public transportation system. This activity includes the Access North Texas Plan, which outlines coordination goals, policies and strategies to move the North Central Texas region toward more coordinated, efficient and seamless transportation services. Regional coordination activities will primarily focus on the 12 counties that comprise the Metropolitan Planning Area. Coordination with surrounding areas will be included based on the impact that public transportation connections have within the planning area boundary. This activity also includes technical assistance and general planning support to the transportation authorities in the region, as well as smaller transit agencies. Anticipated products include:

- Enhancements to the Access North Texas plan;
- Implemented coordination strategies identified in the Access North Texas Plan;
- Assistance to transit agencies including travel demand model data, planning studies, and technical guidance.

- Support for transit system improvements resulting in seamless regional connectivity; and
- Facilitation of improved efficiency in the use of transit capital resources in the region, resulting from pursuing opportunities for vehicle sharing, retired vehicle or community vehicle programs.

Planning Assistance to Small Operators

Other Funding Sources

This planning activity is ongoing throughout both FY2016 and FY2017, supporting initiatives that encourage short- and long-term operational planning by local transit providers. Activities include providing assistance to subgrantees as they implement identified strategies and recommendations. Federal Transit Administration and local funds will support these activities. Anticipated products include:

- Planning conducted on behalf of Urbanized Area Formula Program subgrantees based on identified needs.

3.06 Transit Operations

This work program subtask provides funding primarily for the implementation of projects that focus on eliminating gaps in services, reducing duplication of services, enhancing coordination, and improving the efficiency and effectiveness of the region's existing services.

FTA Urban Funding Grant Administration

Other Funding Sources

This implementation activity is ongoing throughout FY2016 and FY2017, supporting all responsibilities NCTCOG assumes as the designated recipient for Federal Transit Administration (FTA) grant funds received for urbanized areas in the region. General responsibilities include program administration, project implementation, grant management and program oversight for all subgrantees who receive funds through the Bus and Bus Facilities Program, Congestion Mitigation and Air Quality (CMAQ) Improvement Program, Enhanced Mobility of Seniors and Individuals with Disabilities Program, Job Access/Reverse Commute Program, New Freedom Program and the Urbanized Area Formula Program. Federal Transit Administration funds and local funds will support these activities. Anticipated products include:

- FY2016 and FY2017 funding allocations;
- Calls for Projects;
- Grant and agreement management;
- Funding disbursement of reimbursable project expenses to subgrantees;
- Implementation of a vehicle lease program;
- Submittal of coordinated reports on behalf of subgrantees; and
- Procurements for services and equipment, including buses, on behalf of subgrantees.

Job Access/Reverse Commute Streamlined Project Implementation Partnership

Other Funding Sources

This implementation activity will be conducted in FY2016, supporting a grant awarded through the Texas Department of Transportation's 2009 Coordinated Call for Projects. Texas Department of Transportation funds and local funds will support these activities. Anticipated products include:

- Five projects that may include, but are not limited to, technology acquisition and upgrades, mobility management, vehicle acquisition, service delivery and operational planning.

Regional Vehicle-for-Hire Program

Other Funding Sources

This implementation activity is ongoing throughout both FY2016 and FY2017, supporting the coordination and use of non-traditional public transportation options across the region. The Access North Texas Plan encourages the engagement of for-hire transportation providers to expand availability of service and increase options for travel when public transportation services are not a viable option. The Program encourages a regional approach to the certification of taxis, limousines, and peer-to-peer vehicles and drivers in order to provide safe and seamless service. Regional Transportation Council (RTC) Local funds, Regional Toll Revenue funds, and local funds will support these activities. Anticipated products include:

- A program with Dallas/Fort Worth International Airport, the City of Dallas, and the City of Fort Worth that encourages regional standards for operating for-hire vehicles; and
- Facilitation of the expansion of for-hire transportation service options across the region.

Sustainability for Transit

Other Funding Sources

This implementation activity is ongoing throughout both FY2016 and FY2017, supporting coordination and implementation of transit sustainability initiatives. The Program supports Chapter 461 of the Texas Transportation Code that focuses on maximizing the benefits of the State's investment in public transit through the coordination of services. Regional Toll Revenue (RTR), RTC Local and other local funds will support these activities. Anticipated products include:

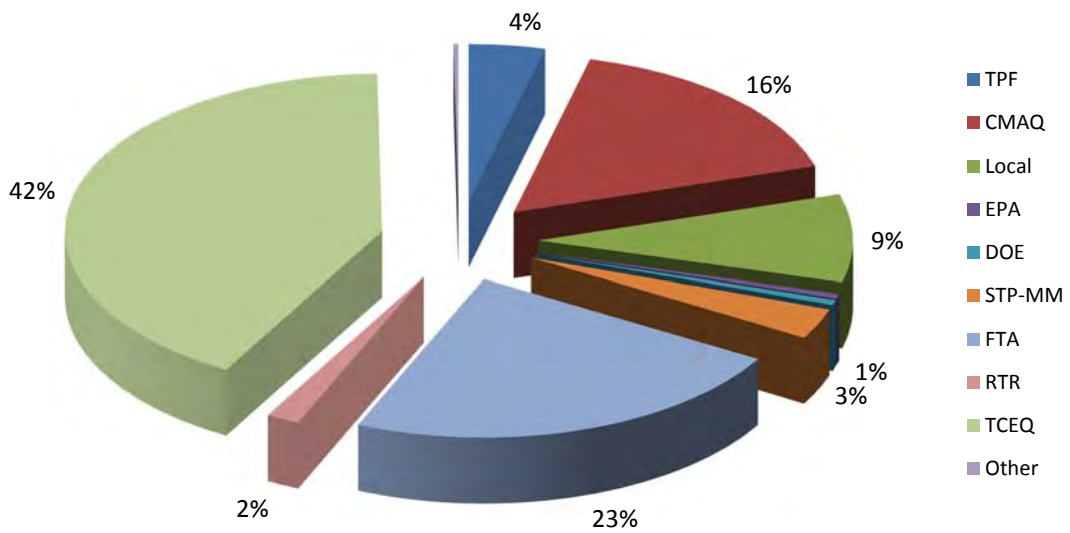
- Short- and long-range solutions that move the region toward more comprehensive, coordinated, accessible, efficient, and effective public transit services;
- Policies, programs and projects that support and encourage sustainable transportation options around the region while elevating customer service and air quality.

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$1,448,000	\$1,139,000	RTR	
		\$568,000	STP-MM	
Subtotal				\$3,155,000
3.02	\$825,000	\$57,000	TCEQ	
		\$202,000	STP-MM	
Subtotal				\$1,084,000
3.03		\$7,634,000	CMAQ	
		\$523,000	EPA	
		\$20,000	DOE	
		\$1,580,000	Local	
		\$2,000,000	STP-MM	
		\$44,228,000	TCEQ	
Subtotal				\$55,985,000
3.04		\$1,804,000	CMAQ	
		\$549,000	DOE	
		\$140,000	Local	
		\$574,000	STP-MM	
Subtotal				\$3,067,000
3.05	\$1,860,000	\$282,000	FTA	
		\$108,000	Local	
Subtotal				\$2,250,000
3.06		\$8,000,000	CMAQ	
		\$24,276,000	FTA	
		\$664,000	RTR	
		\$7,745,000	Local	
		\$265,000	TxDOT	
Subtotal				\$40,950,000
Total	\$4,133,000	\$102,358,000		\$106,491,000

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.

Task 3.0 Funding Summary



V. Task 4 – The Metropolitan Transportation Plan

A. Objective

Since the early 1970s, Metropolitan Planning Organizations have had the responsibility of developing and maintaining a Metropolitan Transportation Plan (MTP). With the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the role of the Metropolitan Transportation Plan in the overall transportation planning process was greatly advanced. The current funding bill, Moving Ahead for Progress in the 21st Century (MAP-21), continued the role of the plan as a central mechanism for the decision-making process regarding investments to develop the metropolitan transportation system. Federal transportation legislation requires transportation plans within metropolitan areas greater than 200,000 in population and in nonattainment areas to be reviewed every four years.

The Mobility 2035 Plan was developed and approved by the Regional Transportation Council in March 2011 and updated in June 2013, and amended in November 2014. The Plan serves as



the defining vision for transportation systems and services in the Dallas-Fort Worth Metropolitan Area and incorporates updated corridor recommendations, addresses regional financial shortfall concerns, and includes new innovative funding and project implementation strategies. It was developed to fully meet MAP-21 planning requirements as provided by the Federal Transit and Federal Highway

Administrations. Efforts in FY2016 and FY2017 will focus on monitoring of the current Plan, Mobility 2035 – 2014 Amendment, and development of a new Plan, Mobility 2040.

The Mobility Plan identifies projects, policies, and programs to be implemented and carried out by the Metropolitan Planning Organization (MPO) in conjunction with the transportation providers, local governments, and state and federal agencies. In addition, elements in this Work Program

task also contain funding to evaluate policies and strategies directed at reducing congestion and improving air quality, to link the transportation and environmental planning processes, and to ensure compliance in the planning process with federal regulations under Title VI of the 1964 Civil Rights Act and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Facilitating implementation of the Plan, such as increasing funds for transportation through new or cooperative multiagency funding strategies, will also be an area of focus. Transportation Department program areas (4) Transportation Planning and (9) Environmental Streamlining support this task.

B. Expected Products

Products from Task 4, Metropolitan Transportation Plan, will include public meetings and public outreach activities, committee briefings, the screening and evaluation of system alternatives, travel forecasts, updating and reviewing financial forecasts, and transportation system performance summaries. Numerous presentations to local elected officials, transportation interest groups, and participating agencies will be conducted, and written materials documenting the Plan's analysis and recommendations will be prepared. Specific products for each subtask are included in each subtask description.

C. Previous Work

Routine Work Efforts – The major focus of Task 4 is the ongoing development and maintenance of the Metropolitan Transportation Plan (MTP). Throughout FY2014 and FY2015, several tasks were conducted in support of these processes. The Mobility 2035 – 2014 Amendment was completed and approved, which involved coordination with regional transportation partners and local governments, and included Title VI and Environmental Justice planning, analysis and outreach. Policy and technical committees and the public received updates on the 2014

Amendment, with opportunities to comment. MTP information such as performance data and travel demand model outputs were also delivered to transportation partners and local governments.

In support of the MTP, work was also executed on long-range financial forecasting and the pursuit of innovative funding strategies. This work included financial reviews of forecasts and trends that impact funding availability, which resulted in the development of a long-range financial plan for the MTP. Staff also reviewed statutory rules and recently enacted State law changes related to funding structures for transportation. Work was carried out in coordination with the Texas Department of Transportation, the North Texas Tollway Authority, and the Regional Transportation Council on toll services agreements and toll tag usage rates. A financial evaluation for the SH 360 toll road project was also produced, as was a summary of innovative financial and backstop commitments by the RTC.

Work in this Task also centered around the integration of environmental and sustainable practices into the transportation planning process. An update to the Regional Ecosystem Framework data tool that inventories the natural environment in the Metropolitan Planning Area was completed, and staff established a Planning and Environmental Linkages Work Group to help address planning and National Environmental Policy Act issues earlier in the process. A framework for a regional Shared Value Mitigation (SVM) Program was also developed, with outreach initiated to resource agencies and transportation partners.

Work performed on the development and maintenance of roadway and transit networks used in travel demand modeling was formerly a part of Task 4, but is included in Task 2 for FY2016 and FY2017. Results of this work for FY2014 and FY2015 are reported there.

Non-routine Work Efforts – The status of significant or one-time work efforts contained in Task 4 is provided in the table below:

PROJECT	ACCOMPLISHMENTS TO DATE	REASON FOR CARRYOVER TO FY2016	ANTICIPATED COMPLETION
INVEST Implementation Program	Evaluated Mobility 2035 using the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) to determine areas where our transportation planning process can be more sustainable.	The evaluation of Mobility 2040 will be completed in FY2016. The contracted grant period concludes in FY2016.	FY2016
SHRP2 Implementation Assistance	Completed an update to the Regional Ecosystem Framework data tool; Developed a framework for a regional Shared Value Mitigation (SVM) Program that includes documenting resource agency conservation/restoration priorities and incorporating existing environmental mitigation/conservation projects; Began outreach on the SVM framework with resource agencies and transportation partners, including the research effort by Texas Transportation Institute.	Grant period concludes in FY2016.	FY2016

D. Subtasks

The following subtasks address the Metropolitan Transportation Plan:

4.01 Metropolitan Transportation Planning



This subtask encompasses the development of the metropolitan area’s long-range transportation plan and related documentation of the region’s arterial roadway system. As corridor studies contained in the Metropolitan Transportation Plan advance to final recommendations, periodic amendments and updates to this Plan may be required. Additionally, the arterials contained in the Plan fall into a number of categories detailed below, which are monitored and amended as necessary to meet air quality conformity and funding requirements.

Metropolitan Transportation Plan Development and Monitoring

Transportation Planning Funds

This subtask is ongoing throughout FY2016 and FY2017. The Metropolitan Transportation Plan (MTP) provides a blueprint for a multimodal transportation system and responds to broad transportation-oriented goals for the region. These goals include enhancing mobility, improving access, and reducing congestion; quality-of-life goals that encourage balanced land use, promote orderly economic development, and improve air quality; and financial goals such as

identifying and pursuing long-term stable sources of funding. The MTP must also meet financial constraint goals where project costs must not exceed anticipated revenue.

At any given time, the MTP is being monitored, developed, or modified. Staff will work in cooperation with the Texas Department of Transportation (TxDOT), Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (The T), the Denton County Transportation Authority (DCTA), the North Texas Tollway Authority (NTTA), the Collin County Toll Road Authority (CCTRA), local governments, and other public agencies as needed to monitor programs and projects recommended in the current MTP, Mobility 2035 – 2014 Amendment, to ensure that they reflect the latest planning assumptions, allowing those projects to proceed through the planning and environmental stages of project development.

Staff will coordinate efforts with transportation partners and the public during the development of Mobility 2040, which is a new planning effort that will factor in a planning horizon year of 2040, new demographics, financial assumptions, and planning requirements. Mobility 2040 will be developed in accordance with the rules outlining the contents of the MTP under the policy direction of the Regional Transportation Council, technical guidance of NCTCOG's technical committees, and public involvement efforts.

Staff will develop the MTP based on data collected during monitoring and development efforts. The recommendations will include a revised analysis of the projects and programs identified in the existing fiscally constrained MTP. Additionally, an air quality conformity determination will be needed to satisfy federal regulations for the MTP. The changes to the MTP will be made in coordination with local transportation providers and partners. In development of the MTP, preliminary evaluation will occur for corridor studies which have been requested by local governments, which includes the Cleburne Southern Loop in Johnson County. As noted in Subtask 1.02, University Partnership Program (UPP) assistance, as well as Transportation Research Board (TRB) Minority Student Fellowship Program assistance, will be utilized to support the exploration of the potential for express buses operating in a modern network of managed lanes. In addition to Transportation Planning Funds, Regional Transportation Council Local funds will also be utilized to support UPP work activities on the study of express bus operations.

Moving Ahead for Progress in the 21st Century (MAP-21) introduced a new requirement to incorporate a performance-based approach in the transportation planning process. In response to this requirement, staff will coordinate with TxDOT to establish regional transportation system performance measures and targets once federal guidance is released. To assist in the transition to a performance-based planning framework, University Partnership Program assistance will be utilized to develop performance measures to evaluate the effects of transportation facilities on public health objectives. Performance measure development will also occur in coordination with the INVEST Implementation project, as noted in Subtask 4.03.

Anticipated products of this subtask include:

- Documentation of the MTP;
- Executive Summary of the MTP;
- Presentations utilizing MTP data and information;
- Maps;
- Collection and transmittal of travel model networks, GIS shapefiles, and performance reports as model outputs;

- Periodic reports to RTC and STTC documenting status of MTP implementation;
- Coordination meetings to monitor and ensure the continued progress of project recommendations;
- UPP reports and TRB presentations on express buses operating in a modern system of managed lanes; and
- UPP reports on public health performance measures.

Regional Thoroughfare Planning Inventory (RTPI)

Transportation Planning Funds

In conjunction with the continual development of the Metropolitan Transportation Plan, NCTCOG staff will collect, translate, and inventory local government thoroughfare plans and provide planning support from a regional perspective. Once the thoroughfare plans are combined and compared, some instances will require resolution of boundary disputes to ensure a high degree of consistency and continuity between local government planning efforts and regional planning efforts. Activities will be ongoing throughout FY2016 and FY2017. Anticipated products include:

- Documented inventory of thoroughfare plans that were collected and included in transportation networks; and
- GIS-based regional arterial system map.

Regionally Significant Arterials (RSA)

Transportation Planning Funds

NCTCOG staff will continue to work in cooperation with the Federal Highway Administration, the Texas Department of Transportation, and all local governments to maintain, monitor, and amend, as needed, the RSA system for the Dallas-Fort Worth Metropolitan Area. Activities will be ongoing throughout FY2016 and FY2017. Anticipated products include:

- RSA database in both ArcGIS and TransCAD environments;
- Coordination with local governments in the planning and staging of transportation improvements; and
- A listing of existing and planned RSAs to be included in the Metropolitan Transportation Plan and air quality conformity analysis.

Federal Functional Classification System (FFCS)

Transportation Planning Funds

Staff will continue to work in cooperation with federal partners, in addition to the local TxDOT districts, to maintain the FFCS for the Dallas-Fort Worth Metropolitan Area. This element includes monitoring roadway system function to determine the necessary mid-cycle amendments, as needed, to the FFCS. Activities will be ongoing throughout FY2016 and FY2017. Anticipated products include:

- Electronic transportation network of FFCS roadways;

- Coordination with local governments in the planning and staging of transportation improvements;
- Amendments, as needed, to the roadway system to correct, remove, or add roadways;
- Maps; and
- Presentations demonstrating location, function, and justification for amendments.

4.02 Financial Forecasting and Strategies

Forecasting available funding sources and evaluating financial strategies are key elements in planning for the region’s transportation system. As the metropolitan area continues to experience strong growth, transportation needs will far exceed available funding to manage or reduce congestion. Long-range planning for funding and innovative financing strategies are essential in identifying all available sources of transportation revenue to meet the demands of this growing region.

Long-Range Financial Planning

Transportation Planning Funds

This element is ongoing throughout FY2016 and FY2017 and supports the MTP. The focus of this element is to evaluate financial strategies, examine applicable financial information from all levels of government, and monitor metrics that influence transportation funding. This element includes the collection and evaluation of data, review of funding documents, assessment of legislative activity related to transportation funding, response to inquiries regarding funding scenarios, and other activities in support of the transportation planning process. University Partnership Program assistance has been utilized to support efforts in evaluating the relationship between transportation revenue and the economic impact on the regional economy. This assistance should be completed in early FY2016. Anticipated products include:

- Long-range financial forecasts;
- Funding scenarios and strategies;
- Financial models and tools;
- Presentations, primers, and other informational materials;
- Financial reports and assessments; and
- UPP report on the local economic impact of transportation.

Innovative Transportation Financing Strategies

Other Funding Sources

Ongoing throughout FY2016 and FY2017, the focus of this work program element is to explore innovative transportation financing and funding strategies as authorized by State and federal law. Innovative funding tools allow for enhanced flexibility in meeting critical transportation needs. The Regional Transportation Council, in partnership with transportation providers in the Dallas-Fort Worth area, is pursuing many of these strategies including the use of comprehensive

development agreements, public-private partnerships, State Infrastructure Bank loans, Transportation Infrastructure Financing and Innovation Act loans, tax increment financing, transportation reinvestment zones, and value capture mechanisms through municipal land-use authority. In addition, staff will explore the institutional structures, partnerships, and agreements necessary to leverage these innovative financing and funding tools in the Dallas-Fort Worth region. Lastly, staff will continue to monitor and track existing and proposed innovative financing partnerships and funding. Regional Toll Revenue funds will support work activities. Anticipated products include:

- Innovative finance policies and strategies;
- Assessments of State and federal legal authority; and
- Presentations and informational materials.

4.03 Coordination of Transportation and Environmental Planning Processes

Linking transportation planning and environmental planning represents a collaborative and integrated approach to transportation decision making. The following elements link development of data, processes and frameworks, and mitigation outcomes to enhance and support metropolitan transportation planning and project development activities.

Planning and Environment Linkages (PEL)

Transportation Planning Funds

This element is ongoing throughout FY2016 and FY2017 and will develop a framework to consider environmental, community, and economic goals early in the transportation planning stage, then carry them through the corridor and project development phases into construction and mitigation efforts. Anticipated products include:

- Metropolitan Transportation Plan environmental scoring and mitigation documentation;
- Transportation and Resource Agency Consultation and Environmental Streamlining (TRACES) Web site Updates;
- Partnerships and agreements to expand or improve regional data needs and other partner agreements;
- Documentation and presentation material for coordination meetings, workshops, and training sessions; and
- Technical papers, as needed.

Army Corps of Engineers Section 404 and 408 Permitting

Other Funding Sources

In FY2016 and FY2017, staff will continue activities associated with the Water Resources Development Act Section 214 Memorandum of Agreement between the United States Army Corps of Engineers (USACE) and NCTCOG. This agreement was formed to expedite the evaluation of Section 404 permits for regional priority transportation projects. Staff will monitor the progress of permitting for specific projects identified by transportation partners. The performance and the cost-effectiveness of the USACE under this agreement will be evaluated by

using specific performance measures identified by staff. Regional Toll Revenue funds and local funds will support activities.

Additionally, staff will continue to monitor and provide assistance of Section 408 permitting activities for major transportation projects. This effort could include attendance at meetings and coordination with resource agencies. RTR funds will be utilized and other funds may be sought to support this initiative. This effort will include the following products:

- USACE reported performance metrics;
- Presentations, meetings, and quarterly reports; and
- Clean Water Act Section 404 and 408 finalized permit decisions.

Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) Implementation Program

Other Funding Sources

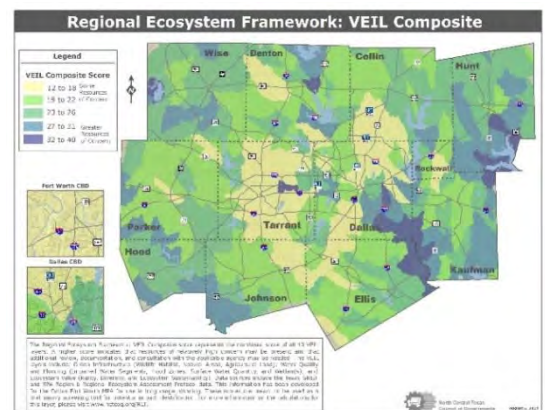
This element will be completed in FY2016. NCTCOG will continue to use a sustainable highways self-evaluation tool developed by FHWA called INVEST 1.0. This tool provides a framework for integrating a variety of sustainable transportation best practices into system plans and highway projects. Project efforts initiated in 2014 will continue, including developing and incorporating sustainability performance measures; improving planning and environmental linkages data and processes; and developing infrastructure resiliency adaptation strategies. Federal Highway Administration funds and Regional Transportation Council Local funds will be utilized to support activities in this area. This element supports efforts associated with UPWP Subtask 4.01 – The Metropolitan Transportation Plan and Task 5.04 – Capital and Operational Asset Management System. Anticipated products include:

- Documentation and presentation material for workshops and other stakeholder meetings, including appropriate public involvement;
- Presentations, interviews, technical reports, and process documentation;
- Draft and final report for FHWA; and
- Grant management requirements.

Strategic Highway Research Program 2 Implementation Assistance

Other Funding Sources

This element will be completed in FY2016. NCTCOG will continue to implement the FHWA Eco-Logical principles by integrating the Regional Ecosystem Framework (REF) dataset into the planning process, assessing mitigation opportunities, and engaging with resource and regulatory agency stakeholders. NCTCOG also seeks to implement a pilot phase of the Shared Value Mitigation Program (SVM) and create an interactive REF and SVM Web site. Federal funds provided by the Federal Highway Administration will be utilized for this project. Anticipated products include:



- Documentation and presentation materials for workshops and other stakeholder meetings including appropriate public involvement;
- Maps and other databases;
- Presentations, interviews, technical reports, and process documentation;
- Development of Web site and mapping content; and
- Grant management requirements.

Shared Value Regional Resource Mitigation

Other Funding Sources

This element is ongoing throughout FY2016 and FY2017. Regional Toll Revenue will be utilized to support activities in this area. Various irretrievable resources continue to degrade in quality and quantity, while current mitigation funding sources and methods decline. This element is a complementary effort to the Regional Ecosystem Framework and the Strategic Highway Research Program 2 Implementation Assistance initiatives. It will explore: 1) the possibility of pooling funds from various projects to enhance past, or proposed, mitigation efforts and 2) the efficacy of creating a regional mitigation bank for unavoidable transportation project impacts and development of a regional, programmatic Shared Value Mitigation Program. Anticipated products include:

- White papers documenting requirements and practicability of creating a regional mitigation bank for transportation project impacts;
- Workshops or meetings with transportation, conservation planning, regulatory and non-governmental organizations; and
- Pilot of full program approach to the Shared Value Mitigation Program.

4.04 Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities

As a recipient of federal funds, NCTCOG is required to ensure nondiscrimination under Title VI of the 1964 Civil Rights Act. Under Title VI and related statutes, each federal agency is required to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. The Civil Rights Restoration Act of 1987 clarified the intent of Title VI to include all programs and activities of federal-aid recipients, subrecipients, and contractors whether those programs and activities are federally funded or not. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994), stated that, “each federal agency shall make achieving environmental justice (EJ) part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” As an MPO, NCTCOG strives to ensure that nondiscrimination and the principles of environmental justice are incorporated in its transportation plans, programs, policies, and activities.

To ensure nondiscrimination and environmental justice in its transportation planning activities, staff will work to enhance Title VI, Environmental Justice, and Limited English Proficiency

considerations and inclusion in the planning process and ensure compliance with all federally and state-mandated requirements.

This Work Program subtask supports the following continued initiatives:

Compliance with Federal and State Laws and Regulations

Transportation Planning Funds

This element is ongoing throughout FY2016 and FY2017. Staff will hold meetings, workshops, and forums, as well as review and advise other department staff regarding appropriate ways to ensure consistency with applicable laws and regulations within their program areas. Anticipated products include:

- Data updates to the Language Assistance Plan; and
- Compliance audit reports.

Collection and Analysis of Data

Transportation Planning Funds

This element is ongoing throughout FY2016 and FY2017. Work will include the collection and analysis of available demographic data, as well as research and review of similar processes across the country for applicability. Anticipated products include:

- Annual reports documenting NCTCOG programs or projects that incorporate EJ considerations;
- White papers documenting planning processes and data; presentations to department staff on regional demographic trends;
- Metropolitan Transportation Plan Environmental Justice methodology and analysis; and
- Questions for a household travel survey and an Environmental Justice Toll Road survey as referenced in UPWP Subtask 2.01.

Public Outreach and Title VI Resource

Transportation Planning Funds

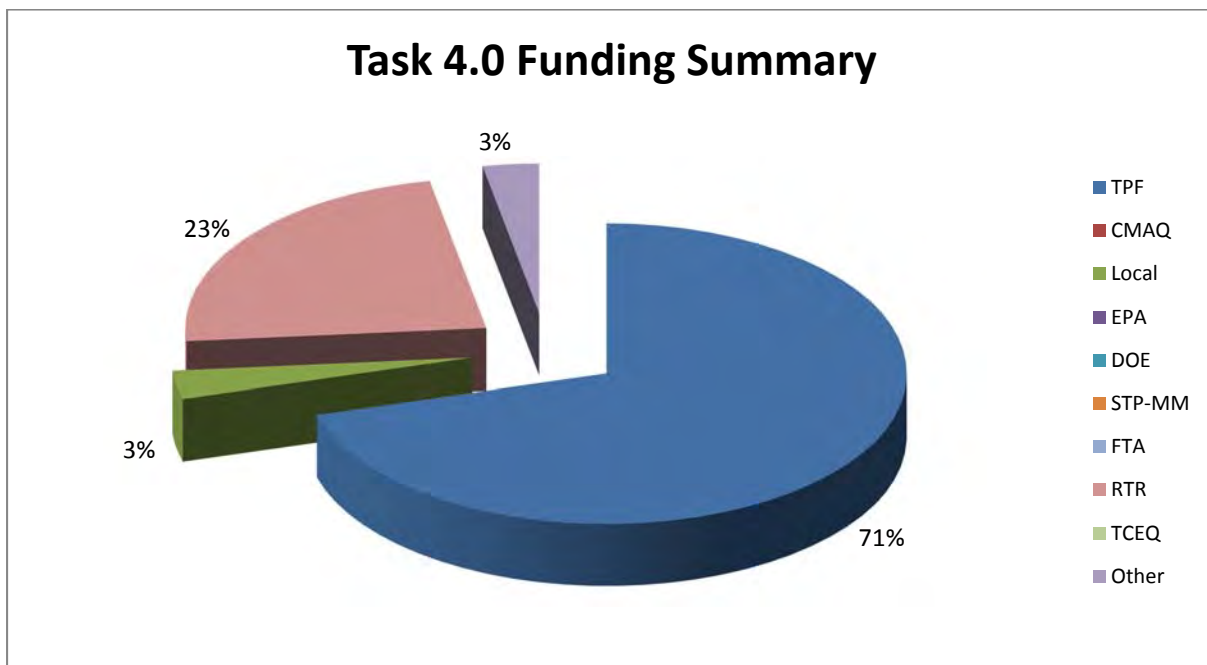
This element is ongoing throughout FY2016 and FY2017. Work will include researching and integrating public engagement efforts to ensure protected populations are involved in the transportation planning process. Staff will hold meetings with program area environmental justice liaisons and review and advise staff regarding appropriate ways to incorporate Title VI and Environmental Justice into their program areas. Staff will also continue to serve as a Title VI/EJ resource for transportation committee members, local government members, and subrecipients. Anticipated products include:

- Title VI/EJ Web site updates;
- Presentations and documents necessary to support Title VI and EJ training activities; and
- Technical support for partners.

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
4.01	\$1,846,000	\$13,000	Local	
Subtotal				\$1,859,000
4.02	\$104,000	\$212,500	RTR	
Subtotal				\$316,500
4.03	\$163,000	\$94,000	FHWA	
		\$81,000	Local	
		\$514,000	RTR	
Subtotal				\$852,000
4.04	\$81,000			
Subtotal				\$81,000
Total	\$2,194,000	\$914,500		\$3,108,500

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.



VI. Task 5 – Special Studies and System Operation

A. Objective

The North Central Texas Council of Governments' (NCTCOG) Transportation Department frequently serves as an added resource to the various cities, counties, transportation authorities, and the Texas Department of Transportation (TxDOT) by conducting and/or participating in a wide range of various travel forecasting, planning, and technical projects referred to as Special Studies. Projects range from local traffic impact analyses to detailed technical support and evaluations for corridors to meet the requirements of the National Environmental Policy Act (NEPA). Providing regional support to transportation providers is critical in the planning, operation, and maintenance of a comprehensive regional transportation system.

A continuing emphasis of NCTCOG's Unified Planning Work Program (UPWP) will be to provide continued technical support to the TxDOT Dallas and TxDOT Fort Worth District Offices, Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (FWTA or The T), the Denton County Transportation Authority (DCTA), the North Texas Tollway Authority (NTTA), the Collin County Toll Road Authority (CCTRA) and other public agencies as needed in carrying out detailed corridor studies. Included in these evaluations will be the completion of ongoing corridor studies and assistance with Environmental Assessments (EA) and Environmental Impact Statements (EIS) consistent with the NEPA process and as outlined in the Metropolitan Planning Rules, as well as procedures developed in Task 4.03. Efforts will also be directed at improving levels of transportation decision making by expanding efforts to include a greater emphasis on incorporating the appropriate level of quantitative and qualitative environmental justice analysis procedures as developed in Task 4.04 into planning documents, policies, and activities. It is a goal of this enhanced effort to include a greater emphasis on environmental justice analyses, such as enhanced analytical capabilities and the identification of benefits and burdens on protected classes of the population into planning activities. Coordination with the public

involvement/outreach process will also play a primary role in ensuring the success of this program. A greater focus on environmental justice serves to not only meet the expectations of legislation, but strives to continually improve the transportation planning and decision-making process to ensure that the movement of goods and people is affordable, efficient, safe, and impartial for all patrons.

Emphasis will continue to be placed on providing technical assistance to local governments in transportation subarea studies and comprehensive/thoroughfare planning. NCTCOG serves as an extension of the staff of local governments and is available to provide technical support to maintain and improve transportation planning and to process critical day-to-day information often not available at the local level. Technical support also extends to private-sector enterprises under certain circumstances. Staff will assist with corridor-specific requests for travel data used in private-sector initiated project development through Comprehensive Development Agreements. As these initiatives move forward, staff will work to include these efforts in the metropolitan planning process. Exhibit I-8 of this document outlines the Unified Planning Work Program Policies that will be used to guide the allocation of NCTCOG resources in providing technical assistance.

Planning efforts related to the Land-use/Transportation interface reflect the connections among bicycle and pedestrian mobility, low vehicle miles of travel, and automobile parking. The objective of this effort is to encourage the deployment of transportation facilities and land uses that reduce the average vehicle miles traveled in the region.

On July 6, 2012, the President signed Moving Ahead for Progress in the 21st Century (MAP-21) into law. This legislation approves funding for surface transportation projects and continues the surface transportation investment made by the US Congress. While MAP-21 authorizes funding

for many transportation funding categories and specific projects, it also continues the concepts identified in the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) regarding the cooperative, continuing, and comprehensive regional planning process. MAP-21 requires all Transportation Management Areas (metropolitan areas with populations greater than 200,000) to address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system. Congestion management is an integral element of the region's transportation planning and programming process. It serves as a guide for implementing both near-term and long-term regional transportation improvements. Also addressed in Task 5 will be the impact of truck traffic, rail freight, and other goods movement in and through the region; support for ongoing local, State, and federal initiatives to address transportation system security; the development of policies, programs, and projects to improve transportation safety; data collection and planning efforts to assess the impact of aviation activity on surface access to aviation facilities and associated improvement needs; regional aviation system planning; and the streamlining and coordination of the planning and environmental review processes to expedite project delivery.

Although not a requirement in the Unified Planning Work Program, management and operations projects that are being managed or carried out by MPO staff are included in the document in addition to planning activities. These projects are included in order to provide a more complete inventory of staff activities and are identified in Tasks 1, 3 and 5. These implementation projects or programs are aimed at reducing congestion and improving air quality in the Dallas-Fort Worth Metropolitan Area.

Transportation Department program areas (3) Congestion Management and Innovative Project Delivery, (4) Transportation Planning, and (9) Environmental Streamlining support these UPWP activities.

B. Expected Products

Expected products include a wide variety of technical reports and documentation summarizing the findings of various travel forecasting and transportation planning efforts conducted as part of this task. Detailed descriptions of the likely products from each subtask are included in each subtask description.

C. Previous Work

Routine Work Efforts

In pursuit of a comprehensive, safe, and modern regional transportation system, Task 5 work efforts run a gamut from technical assistance and local traffic impact analyses to environmental impact support, goods movement, airport ground access and low-level airspace studies to sustainable development planning and implementation efforts. Routine endeavors for Task 5 concentrated on using the DFW travel model for corridor refinement recommendations, and Mobile Source Air Toxics and Environmental Justice data. (Specific, non-routine regional corridor studies are listed in greater detail in the table below.) Task 5 work also addressed thoroughfare and subarea studies, alternative travel demand modeling and model validation checks. Work group meetings ensured coordination both internally and externally.

Staff continued work on elements of the Congestion Management Process (CMP), including monitoring the regional implementation of Transportation System Management and Intelligent Transportation System goals as outlined in the Metropolitan Transportation Plan. These efforts were coordinated among local governments and the Texas Department of Transportation

(TxDOT), along with Integrated Corridor Management practices. An update of the Regional ITS Architecture was completed. Travel Demand Management (TDM) strategies identified in the CMP were addressed through a number of work efforts such as the analysis of over 90 limited access facility segments, workshops to educate consultants on CMP project implementation, transit coordination meetings, a Single Occupancy Vehicle analysis, and the promotion of other TDM strategies. Operationally, Congestion management programs such as the Regional Traffic Signal Retiming Project continued, and are expected to carry over into FY2016. Partnership programs with TxDOT were initiated for training for quick incident response, peak-period shoulder utilization pilot, and developing response and clearance policies and procedures along a managed lane corridor. Freeway Incident Management and Photogrammetry courses were held for first responders and managers at the local-government level, along with continuing oversight of the Mobility Assistance Patrol Program. A number of programs aimed at travel demand reduction were coordinated and overseen by staff; they include a vanpool program, park-and-ride, and a Regional Trip Reduction program (Try Parking It). These programs will all continue into FY2016 and FY2017.

Land-use and transportation initiatives are also ongoing elements of Task 5. Bicycle and pedestrian planning took place, comprised of collection and development of base Geographic Information System (GIS) data for updating the Regional Veloweb and collection of access-to-rail data in and around transit stations. Staff supported a bicycle and pedestrian advisory committee, researched best practices, and hosted training and other education events. Technical assistance was provided to local communities, not only for bicycle and pedestrian planning, but for sustainable development projects, as well. School siting and other land-use issues were addressed relative to the impacts of transportation. Planning assistance and transportation demographic technical information and data were provided in support of economic development initiatives. These aforementioned activities are ongoing and will carry forward into fiscal years

2016 and 2017. Non-routine work efforts for Bicycle and Pedestrian and Sustainable Development Infrastructure projects are addressed in the table below.

Further work in Task 5 addressed the development of an Asset Management System for which data was collected and analyzed. This information was incorporated into a guide that includes asset management principles and performance measures. Projects were chosen as pilot projects for evaluation using the Asset Management System. The study of the effects of climate change and extreme weather events on transportation infrastructure was undertaken. Regional freight planning and support of the Regional Freight Advisory Committee continued through fiscal years 2014 and 2015. Staff addressed transportation system safety and security through a variety of activities, including working with the US Department of Homeland Security and NCTCOG's Emergency Preparedness Department on a resiliency assessment program, public works emergency response team training, inventorying critical infrastructure, and collecting crash and fatality data. Support for the Air Transportation Technical Advisory Committee continued, as did airport system and surface access to aviation planning. Planning for Livable Military Communities was concluded in FY2014; however, projects related to implementation activities will continue in other subtasks.

Throughout FY2014 and FY2015, certain regional projects were identified as critical transportation needs, requiring advanced efforts to bring them to implementation faster, thereby reducing inflation, meeting air quality goals, and alleviating congestion earlier. These projects addressed all surface modes. Streamlined development took place via technical and planning assistance, environmental coordination, and rail and roadway studies. Approximately 20 projects were addressed during the reporting period. This work will continue in FY2016 and FY2017. And finally, a five-year effort was begun on the creation and implementation of a transportation jobs program for disadvantaged workers and contractors. The work included oversight of a program

to recruit disadvantaged populations for highway construction jobs on transportation improvement projects within or in close proximity to their neighborhoods, for which more than 20 participants have already been placed. Disadvantaged Business Enterprise (DBE) Contractor Mentoring, another element of this work, is designed to provide seminars and mentoring for DBE contractors in order for them to compete for TxDOT contracts. Five firms have entered the program to date. This work will continue in FY2016 and FY2017.

Non-routine Work Tasks

PROJECT NAME	ACCOMPLISHMENTS TO DATE	REASON FOR CARRYOVER TO FY2016	COMPLETION
SH 183 Corridor Study – SH 199 to White Settlement Road	Interlocal Cooperative Agreement was executed between NCTCOG and the City of River Oaks. Procurement was conducted and a Notice to Proceed was issued for this project.	The project is a multi-year project	FY2017
SH 199 Corridor Study – IH 820 to Fort Worth Central Business District	Began study of the development of a corridor master plan for the SH 199 corridor based on the recommendations of PLMC report. Developed work plan and initiated procurement of a consultant to support the study effort.	Study completion date is scheduled for FY2017	FY2017
Dallas Streetcar	NCTCOG staff served as the Federal Transit Administration grantee providing management and oversight of the TIGER federal funds. Staff helped to obtain environmental clearance for the project and assisted with the Interlocal Agreement between the three partners to guide construction and operations. NCTCOG participated in the project procurement process and selection of a design-build contractor for construction of the streetcar line, as well as the manufacturer of the streetcar vehicles. The project began construction in October 2012 and revenue service began in April 2015.	Additional funding, technical, and management assistance required for “starter system” operations and line extensions	FY2017
High-Speed Rail-Three Corridors	Through a participation agreement with the TxDOT Rail Division, NCTCOG staff provided technical support for the Houston-to-Dallas-Fort Worth corridor in the areas of alternative technology and preliminary alternative analysis. NCTCOG staff also led various analyses for the portion of the corridor through the Dallas-Fort Worth region. Staff attended various stakeholder and scoping meetings for the projects.	Additional technical and management assistance required	FY2017

PROJECT NAME	ACCOMPLISHMENTS TO DATE	REASON FOR CARRYOVER TO FY2016	COMPLETION
	<p>Downtown Dallas to Houston - As efforts were initiated by the private-sector implementer in FY2014, NCTCOG staff continued to provide support in areas of ridership methodology strategies, public involvement support, and providing data within the Metropolitan Planning Area (MPA), including Census information, aerial photography, and as-built drawings of area infrastructure.</p> <p>Downtown Dallas to Downtown Fort Worth - Early delays in initiation of this project were encountered by TxDOT headquarters due to negotiations and execution of a Memorandum of Understanding (MOU) with the Federal Railroad Administration (FRA). Once the MOU was executed in March 2014, NCTCOG began supporting TxDOT staff in the creation of the Dallas-Fort Worth High Speed Rail Commission and its first meeting in April 2014. NCTCOG provided early data collection efforts to TxDOT and its consultant team, including discussions of ridership modeling strategies. Efforts will continue during FY2015 as the formal NEPA Environmental Impact Statement is initiated by TxDOT and its consultant team, including data collection, development of graphic maps representing RTC policies, ridership modeling, evaluation of alternative alignments and technologies, air quality assessments, and public involvement support.</p> <p>Oklahoma City to South Texas (TOPRS) – As TxDOT and its consultant team completed the TOPRS study in FY2014, NCTCOG staff supported efforts in reviewing preliminary engineering of technology and alignment options serving downtown Fort Worth from Oklahoma City and Austin, reviewed TxDOT’s earlier investigations of ridership estimations, and reviewed TxDOT consultant’s conceptual capital cost estimates. Efforts also included attendance and participation at four TOPRS Technical Committee meetings, attendance and participation in three public meetings, and three meetings with local transit authority staffs.</p> <p>NCTCOG staff provided support for the Dallas-Fort Worth High Speed Rail Commission including technical assistance and meeting support.</p>		

PROJECT NAME	ACCOMPLISHMENTS TO DATE	REASON FOR CARRYOVER TO FY2016	COMPLETION
Regional People Mover Initiative	<p>In FY2014, the Regional People Mover Initiative was launched with a regional workshop forum conducted by NCTCOG staff. A meeting and site tour of the Arlington General Motors (GM) manufacturing facility was also held, as an early data collection activity for future consideration of the GM facility as a people mover test track and pilot project.</p> <p>NCTCOG staff provided technical support and attended various stakeholder meetings intended to advance the Regional People Mover Initiative.</p>	Additional technical and management assistance required	FY2018
Cotton Belt iFi	NCTCOG staff participated in regularly scheduled meetings with transportation agency staff and local government staff in an effort to advance the project. Staff efforts also included working with and advising transportation agency staff during the National Environmental Policy Act process for the TEX Rail project in Tarrant County. Staff assisted with the Federal Transit Administration (FTA) required annual reports and analyses pertaining to the TEX Rail project, including data collection and data analyses. Negotiations with local government officials concerning financial participation in the project were also conducted. Staff prepared and delivered presentations to the Regional Transportation Council and other groups concerning the project.	Additional technical and management assistance required	FY2017
BNSF Irving/Frisco Corridor iFi	NCTCOG staff attended corridor stakeholder meetings and began the process to initiate project work efforts.	Long term project with work anticipated to be initiated in FY 2015	FY2018
Hood County Transportation Plan	Preliminary model validation at the county level completed. Coordination with Hood County officials ongoing, with a possible July 2015 kickoff date.	Project ongoing	FY16-17
Wise County Transportation Plan	Preliminary model validation at the county level completed. Coordination with the County Judge and County Engineer currently ongoing. Work scope and project timeline creation in progress.	Project ongoing	FY16-17
Johnson County Transportation Plan	Preliminary model validation in progress. Meetings with Cleburne and TxDOT officials to discuss local elements that would be part of the larger project. Quarterly updates presented at the Greater Johnson County Transportation Coalition.	Project ongoing	FY16-17
Collin County Outer Loop	Developed draft environmental documents for Segment 3a (DNT to SH 289) and the interchange at US 75.	Project design by Collin County has necessitated changes to environmental documents.	FY2017

PROJECT NAME	ACCOMPLISHMENTS TO DATE	REASON FOR CARRYOVER TO FY2016	COMPLETION
Bicycle/Pedestrian Infrastructure Projects	Completed and closed out one Local Air Quality (LAQ) Project. A notice to proceed for Phase 2 Construction was issued for a LAQ for Park Blvd in Plano. An additional LAQ project for pedestrian improvements to DART stations in Richardson is in design, with a notice to proceed for construction anticipated in FY2016 with completion in FY2017.	Project Ongoing	FY2017
Sustainable Development Infrastructure Projects	Out of 37 Sustainable Development Infrastructure projects, 11 projects were completed and one project was cancelled during FY 2014 and FY 2015. Seventeen projects are underway, of which a Notice to Proceed for construction was issued for six projects and a Notice to Proceed for design was issued for two projects during the past two fiscal years. Agreement was executed for one project, and scope is under development for eight projects.	Project Ongoing	FY2018
Sustainable Development Planning Projects	Out of nine Sustainable Development Planning projects, five planning projects were completed and one project will be cancelled. Three planning projects are underway. Procurement was conducted and a Notice to Proceed was issued for two planning projects during FY 2015.	Project Ongoing	FY2017
Value Pricing Pilot Program	Completed IH 30 Express Lane Survey and Report.		
Aerial Imagery and Data Collection with Unmanned Aircraft System	Hosted two unmanned aircraft workshops to collect industry input towards a preliminary report documenting unmanned aircraft policy for legal operations. The report was finalized and accepted by the aviation technical committee in April 2015.	Project Ongoing	FY2016

D. Subtasks

The following subtasks address Special Studies:

5.01 Regional Transportation Studies

This subtask provides support in the development and refinement of major regional corridor studies. For corridors identified for improvement in the financially constrained Metropolitan Transportation Plan (MTP), as well as other potential facilities being considered for inclusion in future MTPs, a comprehensive, detailed, and environmentally focused study must be performed at the corridor level.

Corridor Studies/Environmental Study Support

Transportation Planning Funds

This subtask is ongoing throughout both FY2016 and FY2017, providing support in the development of corridor studies. For corridors identified for improvement in the Metropolitan Transportation Plan (MTP), both in the financially constrained and the illustrative list of projects, as well as other potential facilities being considered for inclusion in future MTPs, a comprehensive, detailed, and environmentally focused study must be performed at the corridor level. These corridor studies are funded by Transportation Planning Funds, unless otherwise noted, and may require environmental analysis, evaluation of existing and/or future infrastructure conditions, or other feasibility assistance. These studies are required by federal regulation and serve as a bridge between the regional planning process and the more detailed environmental analysis and corridor design and engineering phases conducted with partner agencies including Dallas Area Rapid Transit, the Denton County Transportation Authority, the Fort Worth Transportation Authority (The T), the North Texas Tollway Authority (NTTA), and the Texas Department of Transportation (TxDOT).

Where transportation-ended investments are contemplated, reasonable alternative strategies for addressing the transportation demands and congestion at a corridor or subarea level of the Metropolitan Planning Area are identified and evaluated in these studies. The corridor study process provides information to elected officials, technical staff, the business community, nearby property owners, and the general public on the costs, benefits, and impacts of these alternatives so that an informed decision can be made for a corridor improvement strategy. The study process also presents the opportunity to promote a balanced and multimodal transportation network to improve system interoperability and efficiency, and support the goals of the Metropolitan Transportation Plan, along with sustainability, livability, and community land-use objectives. Funding assistance may be requested from the participating agencies and private concessionaires involved in Comprehensive Development Agreement (CDA) efforts.

In addition, this Work Program subtask includes technical assistance enabling NCTCOG to respond to ad hoc requests for information and assistance from local governments, transportation authorities, public agencies, Transportation Management Associations, and private interest groups. TxDOT technical assistance requests, such as on- or off-system arterial corridor analysis projects that help determine pavement design and turning lane storage, are similarly included in this element. Tasks performed as technical assistance usually involve special computer processing and rerunning portions of the travel forecast model to determine travel conditions and assumptions as specified in each individual request. This work is often done for local governments in conjunction with consultants retained by a city to complete a study or project.

Anticipated products of this subtask include:

- Travel demand modeling forecasts for study corridor alternatives and alignment analysis;
- Specialized model runs such as select-link analyses and alternative demographic modeling;
- Report of daily volumes, peak-hour volumes, level of service, vehicle miles traveled, ridership totals, boarding and alighting figures, and other travel model data for studies;
- Travel demand modeling forecasts and forecast results reports with supporting tabulations as required for New Starts applications;
- Travel model networks, Geographic Information System (GIS) shape files, and performance reports as model outputs;

- Coordination meetings that monitor and ensure the continued progress of environmental document completion;
- Corridor-level mobile source air toxics analyses;
- Collection and transmittal of travel model data for potential CDA proposals;
- Environmental study and project updates on the NCTCOG Web site;
- Feedback to sponsoring agencies on review of document recommendations and design schematics prior to federal action;
- Update to the regional tolling analysis that evaluates potential environmental justice impacts;
- Analysis that quantifies potential environmental justice impacts at the corridor level;
- Written statements of support at public meetings and hearings for corridors;
- Assistance to local toll project entities on feasibility studies for potential toll roads;
- Review of feasibility and corridor study components;
- Evaluation of institutional structures necessary to implement proposed toll roads;
- Public involvement activities;
- Coordination of planning activities with regional transportation partners including TxDOT and NTTA;
- Corridor recommendations consistent with the Metropolitan Transportation Plan, the Transportation Improvement Program, and Regional Transportation Council policies; and
- Documentation to guide incorporation of asset management principles, performance measures, and pilot project recommendations in the preparatory, analysis, and decision-making efforts for updates to the Metropolitan Transportation Plan, Congestion Management Process, and the Transportation Improvement Program.

The following is a list of roadway and rail corridor studies in the Dallas-Fort Worth area that may require environmental analysis or other feasibility assistance and would be funded with Transportation Planning Funds. These studies will be conducted based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is not exhaustive of all potential corridor studies, but is included as a guide for projects on which assistance is currently ongoing or is anticipated.

- IH 35W - Tarrant/Denton County
- US 80 - Dallas/Kaufman County
- IH 30 - Tarrant County
- IH 30 – Dallas/Hunt County
- IH 35E - Dallas County
- Loop 9
- SH 161
- SH 190 East Branch
- US 75 - Dallas/Collin County
- IH 820 West - Tarrant County

- IH 30/IH 20 - Parker County
- SH 199 - Tarrant County (north of IH 820)
- IH 345
- IH 35E - Ellis County
- IH 820/US 287 - Tarrant County
- SH 170
- SH 380 - Collin County

Other Funding Sources

The following projects will be completed using Texas Department of Transportation funds.

- US 75 – Dallas/Collin County
- US 80/IH 635
- City Map (Downtown Dallas Freeway Coordination Study)
- Southern Gateway (US 67/IH 35E)

SH 199 Corridor Study from IH 820 to Downtown Fort Worth

Other Funding Sources

The purpose of this plan is to develop a context sensitive solution and modern engineering concept to recommend phased improvements to increase the livability in the corridor, provide transportation options for different users, and improve drainage. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility funds and Transportation Development Credits. Consultant services will be used to support this study. Anticipated products include:

- A corridor master plan for SH 199 with an emphasis on economic development opportunities that provide transportation options while maintaining the flow of traffic.

North Texas Tollway Authority Feasibility Studies

Other Funding Sources

During both FY2016 and FY2017, NCTCOG will assist NTTA in providing travel demand modeling for current and future corridor feasibility studies, environmental documents, air quality impact analyses, and traffic and revenue forecasts. NTTA funds have been provided through an inter-local agreement between the two agencies to support this element for corridors listed in the Metropolitan Transportation Plan as well as other potential NTTA corridors being considered for inclusion in future MTPs. NCTCOG will employ the Dallas-Fort Worth Regional Travel Model to provide technical data to NTTA in the analysis of new toll or managed facilities, operational enhancements, capacity improvements, or reconstruction of existing toll roads. Technical data from the travel model including daily volumes, peak-hour volumes, levels of service, and vehicle miles traveled will be provided for use in the refinement of corridor recommendations. Quantifiable Mobile Source Air Toxics and environmental justice data will also be determined for corridor study documents being developed by NTTA.

Strategic Corridor Initiatives

Other Funding Sources

Under this initiative, NCTCOG staff will continue to provide technical, planning, and environmental assistance to transportation agencies and the Regional Transportation Council to help advance critical regional projects through development, approval, and implementation as soon as possible. The goal of this program is to help reduce cost escalation due to inflation, alleviate congestion faster, and assist in meeting air quality goals. As regional roadway and freight/passenger rail projects continue to increase in complexity, scope, and impacts, the NCTCOG Transportation Department has identified a need to expand its involvement beyond its current planning and programming functions to improve project implementation in the Dallas-Fort Worth region. Throughout FY2016 and FY2017, the program activities will provide assistance to advance all surface modes of transportation including passenger rail, freight rail, and roadway improvements, particularly on those projects that deal with multiple transportation modes. Surface Transportation Program—Metropolitan Mobility funds, Regional Toll Revenue funds, Texas Department of Transportation funds, and Transportation Development Credits will support this effort. Work products will vary depending on the work performed and could include:

- Meeting summaries;
- Comment review; and
- Technical memorandums.

The following is a list of roadway corridors that may be studied in this element:

- IH 35E - Dallas County
- IH 820/US 287 - Tarrant County
- IH 820/SH 121 - Tarrant County
- DFW Connector - SH 114/SH121
- Trinity Parkway
- SM Wright Parkway
- Collin County Outer Loop
- DNT Extension
- Sam Rayburn Tollway
- SH 170
- SH 183
- PGBT
- SH 360 (Tarrant County)
- SH 114 Dallas County
- Loop 12
- IH 635 East
- IH 35E Lowest Stemmons
- IH 35E (IH 635 to US 380)
- Collin County Strategic Transportation Initiative

IH 35E (IH 635 to US 380)

Other Funding Sources

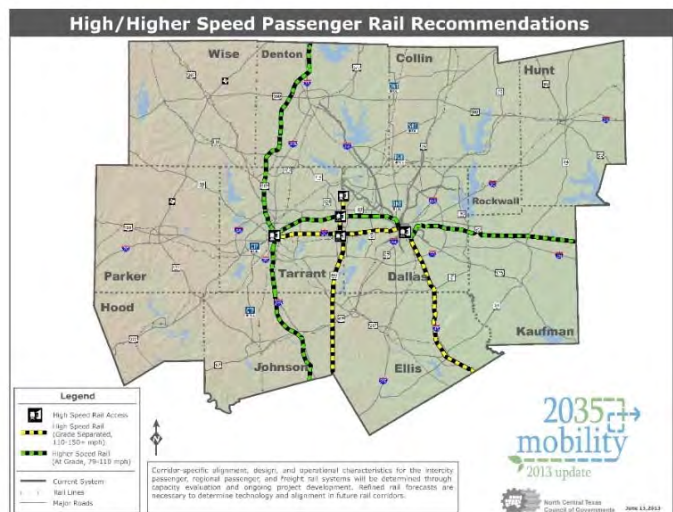
In addition to support activities on this corridor as noted above, staff will also provide support to TxDOT and local partners to help facilitate environmental, design, and funding approvals from FHWA, as well as fulfillment of Senate Bill 1420 objectives and procurement requirements. Staff will work with TxDOT and the project contractor(s) to monitor, evaluate, and modify ongoing corridor traffic management programs or products during construction, if warranted. Regional Toll Revenue funds will be utilized to support this effort and anticipated products include:

- Construction progress reports;
- Presentations and briefings on access management;
- Detour routing; and
- Other construction-related design activities.

High Speed Rail

Other Funding Sources

NCTCOG staff will provide support to TxDOT, TxDOT consultants and private-sector teams for work activities related to high and higher speed passenger rail within the Dallas-Fort Worth Planning Area Boundary. NCTCOG work activities will be supported with STP-MM funds, Regional Toll Revenue funds, and Transportation Development Credits. Efforts may include all activities associated with planning and implementation of high or higher speed passenger rail in the Dallas-Fort Worth region, as well as activities related to connecting the Dallas-Fort Worth region to other metropolitan areas. RTC Local funds will be used to support project-related travel expenses associated with the Dallas to Fort Worth corridor.



The following products will be delivered during FY2016 and FY2017 as the result of work done on this project:

- Various maps identifying Dallas-Fort Worth region alternatives and Regional Transportation Council policies; and
- Development of ridership modeling analyses for various high speed rail alignments and station locations.

Regional People Mover Initiative

Other Funding Sources

Throughout the Dallas-Fort Worth region, many opportunities exist for an appropriate technology to serve as a “last mile” connection or distribution system within a mixed-use activity center area. During FY2016 and FY2017, NCTCOG staff, working in collaboration with the many project opportunity owners, stakeholders, and local government and transportation authority partners, will identify the merits of alternative people mover technologies available; assess each regional project opportunity for unique needs, including similarities and synergies; and evaluate the potential for cost efficiencies and savings provided by a single people mover technology and provider. Consultant assistance will be utilized for this initiative. Surface Transportation Program—Metropolitan Mobility funds and Transportation Development Credits will be used. The following products will be delivered as the result of work done on this project:

- Technical memorandums covering evaluation of alternative people mover technologies; and
- Technical memorandums evaluating the needs of the various regional people mover project opportunities.

Dallas Streetcar System

Other Funding Sources

Working in partnership with the City of Dallas and Dallas Area Rapid Transit (DART), NCTCOG will provide funding and technical assistance, including planning, engineering, and design efforts, in coordination with local, regional, state and federal agencies for Dallas Streetcar starter system extensions. Assistance may also include efforts as needed leading to project implementation and FTA requirements for Satisfactory Continuing Control of original TIGER project. Consultant assistance may be utilized for this initiative. Funding sources include Surface Transportation Program—Metropolitan Mobility and Regional Toll Revenue funds. Anticipated products include:

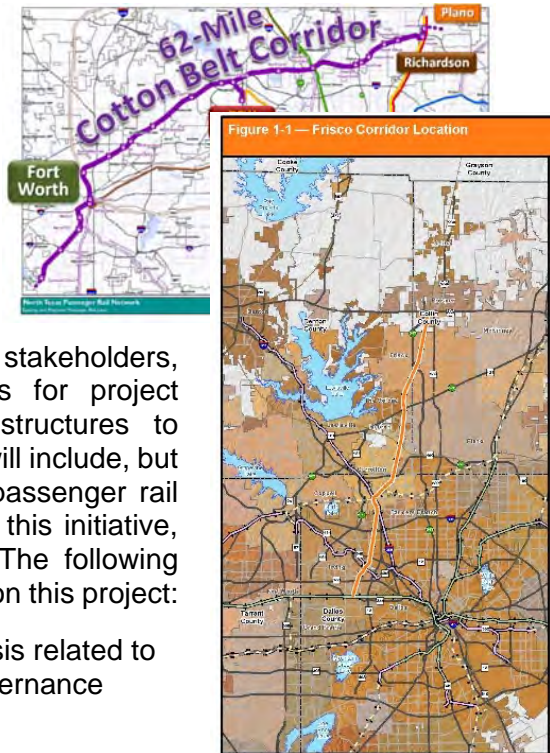
- Grant applications;
- Ridership estimates;
- Environmental analysis; and
- Technical reports.

Regional Passenger Rail Innovative Finance Initiative

Other Funding Sources

As a continuing effort from FY2015, NCTCOG staff will further investigate innovative funding opportunities to generate revenue for capital and operating cost needs for regional passenger rail systems. NCTCOG staff will coordinate efforts with DART, DCTA, and The T, as well as representatives from local government, state and federal agencies; property owners and developers to investigate the possible funding methods. NCTCOG, working with stakeholders, will explore options under State and local laws for project implementation, and financial and governance structures to advance all regional passenger rail projects. Efforts will include, but are not limited to, the Cotton Belt and the Frisco passenger rail corridors. Consultant assistance may be utilized for this initiative, and Regional Toll Revenue funds will be used. The following products will be delivered as the result of work done on this project:

- Technical memorandums documenting analysis related to project implementation, and financial and governance structure options; and
- Mapping of potential alignment alternatives.



5.02 Subarea Studies and Local Government Assistance

This subtask provides assistance to local governments, including thoroughfare planning support, comprehensive studies, and technical assistance. This includes coordinating with local, regional, State, and federal agencies and assisting in the preparation of environmental and planning documents, as well as working with local governments in developing the transportation component of a city's comprehensive plan or county-wide transportation plan.

Comprehensive Transportation Planning Studies and Technical Support

Transportation Planning Funds

This subtask is ongoing throughout FY2016 and FY2017, providing an evaluation of multimodal transportation needs within a specific geographic area or along an arterial or transit corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives. A portion of this subtask is dedicated to assisting local governments in developing the transportation component of a city's comprehensive plan or in the development of citywide transportation plans through the delivery of travel forecasts and technical support for these efforts. This subtask includes technical assistance enabling NCTCOG to respond to ad hoc requests for information and assistance from local governments, transportation authorities, public agencies, Transportation Management Associations, and private interests. Due to the large number of similar requests, NCTCOG will prepare countywide subarea forecasts that can be used to assist

local governments with thoroughfare planning needs and to answer many technical assistance questions. Additionally, this subtask allows for coordinated planning efforts that provide travel demand model ridership data and technical analysis to local transit agencies.

Specific projects in this work subtask are listed below. The list is not all inclusive, as additional requests may be considered pending staff and resource availability. The timing in which local governments are ready to begin studies and the availability of NCTCOG staff and consultant assistance drive the scheduling of these efforts. Consultant assistance may be utilized to support these studies, and local governments will be responsible for consultant assistance funding. The policies set forth to guide the activity in this Work Program element are contained in Exhibit I-8.

This Work Program subtask also provides traffic forecasting and technical support for subtasks conducted by other program areas within the department.

Anticipated products include:

- Countywide subarea forecasts and identification of recommendations;
- Thoroughfare planning guidelines;
- Travel demand modeling for study corridor alternatives and alignment analyses;
- Report of daily volumes, peak-hour volumes, levels of service, vehicle miles traveled, ridership totals, boarding and alighting figures, and other travel model data for studies;
- Collection and transmittal of travel model networks, GIS shape files, and performance reports as model outputs;
- Project updates on NCTCOG Web site;
- Incorporation of recommendations into the next Metropolitan Transportation Plan; and
- Regional workshop and service as a regional clearinghouse on roundabouts.

Provided below is a list of ongoing and candidate projects in the Dallas-Fort Worth area which will be conducted or supported based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is divided into three categories that provide a scaled level of NCTCOG staff involvement: Category 1 – NCTCOG is conducting the study; Category 2 – NCTCOG is providing limited analysis and data to support an external study; and Category 3 – NCTCOG is responding to small, ad hoc requests for technical assistance.

Roadway

Category 1

- Hood County Transportation Plan (including Chisholm Trail Parkway Extension)
- Wise County Transportation Plan
- SH174/Eastern Parkway Corridor Study (DL)

Category 2

- City of Cleburne Thoroughfare Plan
- Dallas County Major Capital Improvement Program (MCIP)
- City of Dallas Comprehensive Thoroughfare Plan Update

- Tarrant County (Mansfield/Kennedale) Business 287/Kennedale Pkwy Corridor Study
- Dallas County Thoroughfare Plan Update
- Fort Worth Subarea Transportation Plan
- Fort Worth Master Thoroughfare Plan
- Denton County Thoroughfare Plan Update
- Western Tarrant County Transportation Initiative
- Hunt County Thoroughfare Plan
- Rockwall County Thoroughfare Plan Update
- Kaufman County Thoroughfare Planning Support
- East-West Connector for Dallas/Fort Worth International Airport
- Plano Legacy Business Area Transportation Study

Category 3

- Technical Assistance

Transit

Category 1

- Best Southwest Bus/Rail Feasibility Study

Category 2

- No projects at this time

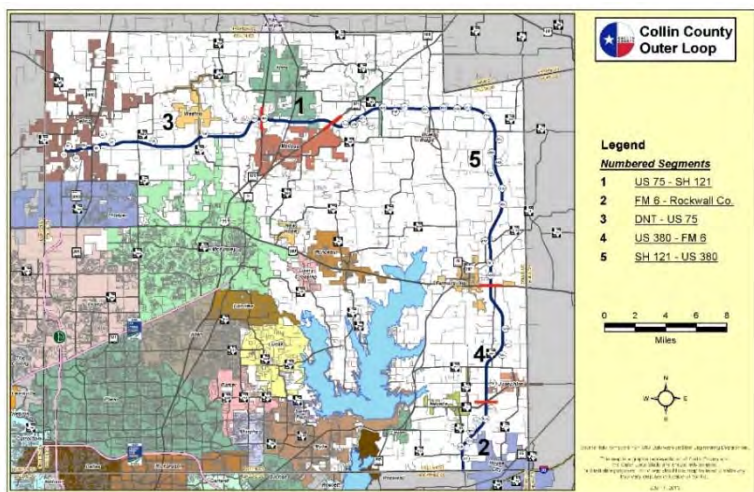
Category 3

- Technical Assistance

Collin County Outer Loop

Other Funding Sources

Ongoing throughout FY2016 and FY2017, NCTCOG will continue to assist Collin County with the development and implementation of the proposed Collin County Outer Loop. This includes coordinating with local, regional, State, and federal agencies and assisting in the preparation of environmental and planning documents. RTR funds will be utilized to support this effort and consultant assistance will be utilized. Anticipated projects include:



- Local environmental documents working in collaboration with Collin County staff and consultants.

5.03 Land-use/Transportation Initiatives

This subtask is ongoing throughout both FY2016 and FY2017. Work will include various elements, including Sustainable Development Initiatives, Bicycle/Pedestrian Planning, Transit-Oriented Development, and Regional Economic Development Initiatives.

Sustainable Development Initiatives

Transportation Planning Funds

This subtask includes regional, subarea, corridor, and district-level planning along with technical assistance focused on the interface between transportation and land-use. Staff will continue work on the development and implementation of tools related to land use planning principles such as sustainable zoning practices and others, and will host training sessions and develop educational information. Staff will continue to pursue funding opportunities to expand or enhance activities. Anticipated products include:

- Technical assistance to local governments on implementing sustainable development programs and projects such as the development of unified corridor plans, land use analysis, data collection, form-based code review, 3D visualization services, zoning and special district analysis, and planning to promote infill and mixed-use developments; and
- Online information, training, and education on topics related to Green Infrastructure, Sustainable Resource Efficiency, sustainable zoning, and other such topics to assist in growth management and land-use planning.



Other Funding Sources

Utilizing Regional Transportation Council (RTC) Local funds, staff will continue developing and tracking regional performance measures related to land-use and transportation projects and will also develop future funding programs for implementation. Utilizing Federal Highway Administration (FHWA) Transportation Investment Generating Economic Recovery (TIGER) funds, with RTC Local as a match, staff will support efforts related to school siting and technical assistance. Anticipated products include:

- Funding programs and coordination on regional sustainability/livability grant initiatives;
- Development and implementation of land-use supported funding programs;
- Data collection and performance measure tracking;
- Coordination between Independent School Districts and other stakeholders to engage in regional issues related to school siting, safe routes to school, and various policy and transportation issues;
- Establishment of a regional working group;
- Coordination on growth and demographics;

- Technical assistance and best practices related to school siting, land banking, and transportation connections to schools;
- Safety and education information; and
- Training opportunities for various stakeholders.

The Regional Transportation Council (RTC) selected a series of infrastructure/construction, planning, and land banking projects during three Sustainable Development Calls for Projects (SDCFP) in 2001, 2005-2006, and 2009-2010. Efforts in overseeing pass-through construction dollars will be conducted in conjunction with local governments to better coordinate transportation investments and land use. This program of projects was originally funded by Surface Transportation Program – Metropolitan Mobility (STP-MM) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and was established in 2001, when the RTC selected the first Land-use/Transportation Joint Venture projects. Additional RTC Local funds were programmed to fund these projects through the 2005-2006 Sustainable Development Call for Projects (SDCFP). Regional Toll Revenue (RTR), STP-MM, and local funds were allocated to the program with the 2009-2010 Sustainable Development Call for Projects. In addition to the projects selected through the three Calls for Projects, two other projects have been identified: 1) SH183 Corridor Master Plan – through the Planning Livable Military Communities (PLMC) effort, River Oaks Boulevard (SH183) was identified as a vital regional transportation facility to conduct a corridor master plan to identify costs and constraints associated with implementing community vision; and 2) Northwest Highway and Preston Center Area Plan – in response to a request from the City of Dallas, NCTCOG identified the need to develop an Area Plan at Northwest Highway and Preston Road in Dallas to address various land-use transportation issues in the area to guide future land development policy and transportation investment. Exhibit VI-1 contains the listing of the sustainable development projects still underway. The funds are used to provide:

- Infrastructure projects such as road construction, sidewalks, pedestrian amenities, bike trails, etc.;
- Planning reports developed by consultants; and
- Land purchases.

EXHIBIT VI-1

SUSTAINABLE DEVELOPMENT PROJECTS

Project Name	Type	Funding Source
Plano Transit Village	Infrastructure	STP-MM/CMAQ/RTC Local
Fort Worth Ridglea Village (Westridge)	Infrastructure	CMAQ/RTC Local
Irving Northwest Corridor	Infrastructure	CMAQ/RTC Local
Fort Worth West Berry Streetscape - Grandmarc Development	Infrastructure	RTC Local
Fort Worth West Rosedale Improvements- Magnolia Green	Infrastructure	RTC Local
Fort Worth US 287 Berry Vaughn	Infrastructure	RTC Local
Dallas Mockingbird Plaza & Midtown/Central/University	Infrastructure	RTC Local

Project Name	Type	Funding Source
Rowlett Downtown Mixed-Use Development	Infrastructure	RTC Local
Carrollton TOD Catalyst Infrastructure Project	Infrastructure	RTR/STP-MM
Dallas Routh Street Underpass	Infrastructure	RTR/STP-MM
Dallas Zang Triangle	Infrastructure	RTR/STP-MM
Dallas Project Paseo	Infrastructure	RTR/STP-MM
Dallas Continental Mixed-Use Development	Infrastructure	RTR/STP-MM
Dallas La Reunion Town Center - The Orleans & The Courtyards	Infrastructure	RTR/STP-MM
Dallas Lake Highlands TOD Multimodal Connectivity Project	Infrastructure	RTR/STP-MM
Farmers Branch Station Area Sidewalks	Infrastructure	RTR/STP-MM
Lewisville Old Town Transit Oriented Development	Infrastructure	RTR/STP-MM
Lewisville Old Town Plaza	Infrastructure	RTR/STP-MM
McKinney Historic Flour Mill Catalyst TOD Project	Infrastructure	RTR/STP-MM
Mesquite Thomasson Square	Infrastructure	RTR/STP-MM
Addison Vitruvian Park Trail Infrastructure Project	Infrastructure	RTR/STP-MM
Colleyville Pleasant Run Pathway Connection	Infrastructure	RTR/STP-MM
Fort Worth Polytechnic/TWU Streetscape Enhancements	Infrastructure	RTR/STP-MM
Fort Worth South Main Urban Village	Infrastructure	RTR/STP-MM
Fort Worth Summer Creek Station TOD	Infrastructure	RTR/STP-MM
Connecting Kennedale: Revitalizing the City Center	Infrastructure	RTR/STP-MM
North Richland Hills Snider Street Extension Project	Infrastructure	RTR/STP-MM
Grapevine Hudgins Street Corridor Roadway & Pedestrian Improvements	Infrastructure	Local/STP-MM
Hurst Bellaire	Infrastructure	STP-MM
Joshua Station TOD Infrastructure Project	Infrastructure	STP-MM
Fort Worth Texas Christian University/Berry Station Area Transit Oriented Development Plan	Planning	RTC Local/STP-MM
Preston Center – Northwest Highway	Planning	RTC Local/STP-MM
SH 183 Corridor Planning Project	Planning	RTC Local/Local

The 2001 projects are coordinated directly between the implementing agencies and the Texas Department of Transportation. Utilizing RTC Local funds, NCTCOG staff will provide oversight for the implementation of the 2005-2006 infrastructure, landbanking, and planning studies. Utilizing STP-MM funds, staff will oversee the implementation of the 2009-2010 infrastructure and planning projects and other planning projects that may be assigned that are project/corridor

specific. Consultant assistance will be utilized to implement planning projects. Anticipated products include:

- Implementation and tracking of infrastructure projects;
- Project tracking and technical assistance to local governments developing sustainable development projects;
- An approved acquisition plan for funded Sustainable Development Landbanking Projects which involve parcel assembly for redevelopment and future use;
- Work scopes for plan procurements; and
- Consultant selection.

Bicycle and Pedestrian Planning

Other Funding Sources

The focus of this element is to assist in developing, educate on, and promote bicycle and pedestrian mobility and safety throughout the region. Utilizing Surface Transportation Program—Metropolitan Mobility (STP-MM) funds, Federal Highway Administration (FHWA) Enhancement Program funds, Regional Transportation Council Local funds, other local funds, and Transportation Development Credits, staff will plan facilities for active transportation modes; support and provide technical assistance to local governments and the Bicycle and Pedestrian Advisory Committee (BPAC); advance general data collection, mapping, and a regional bicycle and pedestrian count program. Staff will also develop and provide public education and information related to safety, accessibility, design, and economic impacts of bicycle and pedestrian facilities. It is anticipated that University Partnership Program assistance may be utilized to assist in the development of city-specific bicycle and pedestrian plans. RTC Local funds may be used for planning efforts by the university. Anticipated products include:

- Update of the Active Transportation Planning element for Mobility 2040, including the Regional Veloweb;
- Implementation of a bicycle and pedestrian monitoring and data collection program in the region and coordination with local governments on initiatives;
- Bicycle and pedestrian facility plans associated with transit-oriented development areas, bicycle and pedestrian transportation districts, and corridor-area plans;
- Design guidelines and best practices for on-street and off-street bicycle facilities and shared-use paths, including policies related to context sensitive solutions for multi-modal accommodations within street rights-of-way;
- Healthy initiatives and air quality coordination data;
- Regional Pedestrian and Bicycle Plans;
- Active transportation funding programs;
- Bicycle and Pedestrian Advisory Committee meetings;
- Bicycle and pedestrian public education, research, and information programs;

- Federal and State Active Transportation Programs which may include Transportation Alternative Programs (TAP) such as Transportation Enhancement, Safe Routes to Schools, and Urban Thoroughfares;
- Grant proposals to secure additional program funds or to support regional applications; and
- Technical assistance to cities, towns, and counties including policy guidance, planning studies, data, mapping, technical guidance, and GIS support.

Staff will also oversee the implementation of the Regional Bicycle/Pedestrian Sustainable Development Initiatives projects which utilize pass-through Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and Transportation Development Credits available to local governments for the implementation of various bicycle and pedestrian projects, and may include, but not be limited to: spot improvements, safety countermeasures, innovative facilities, street reconstruction and rehabilitation as part of bicycle and pedestrian accommodation projects, multi-use trails, signage, pavement markings, traffic signals, and other supportive infrastructure. Staff oversight activities will be supported by STP-MM and local funds and anticipated products include:

- Identification of funding needs and project scopes.

Utilizing RTC Local funds, staff will oversee the Local Air Quality (LAQ) Call for Projects: Bicycle/Pedestrian Infrastructure program which includes construction projects funded in the 2005-2006 Local Air Quality Call for Projects with pass-through dollars that are implemented by local agencies and funded with RTC Local funds. Exhibit VI-2 provides an inventory of these projects remaining for complete implementation.

EXHIBIT VI-2

BICYCLE AND PEDESTRIAN INFRASTRUCTURE PROJECTS

Project Name	Type	Funding Source
Richardson Sidewalks to DART Rail Stations	Infrastructure	RTC Local
Plano Park Blvd. Pedestrian Bridge/Trail	Infrastructure	RTC Local

Anticipated products include:

- Implementation plan for construction projects; and
- Invoice review and project tracking.

Transit-Oriented Development

Other Funding Sources

The Transit-Oriented Development (TOD) Implementation Group was created through the 2005-2006 Sustainable Development Call for Projects (SDCFP) and is funded by STP-MM funds and Transportation Development Credits. The TOD Implementation Group was established to provide

education, planning, data collection, and research assistance to TOD projects. Under this element, staff will coordinate with public-sector sponsors to evaluate specific needs for the successful implementation of TOD. Additional work will also be conducted to promote TOD in the region and to develop funding strategies and programs. Staff will work on developing job-housing balance strategies and identify and develop best practices for development around various transit modes. A Regional TOD overall strategy will also be developed with local government participation. Anticipated products include:

- Data collection intended to document existing conditions, develop performance measures for long-term transportation and land-use planning for areas surrounding rail stations and other transit supportive modes;
- Meetings of the regional TOD Working Group to facilitate TOD education/training events and implementation strategies among the cities connected by rail transit and transit agencies;
- Research, education, and planning assistance on criteria-related issues such as the impact of the passenger light-rail system on property values in areas near existing rail stations and other transit modes, parking, job-housing balance, typologies, codes, performance measures, and analysis of options for density and design/form-based zoning;
- Technical assistance to develop market assessments and station area plans to promote TOD in the region; and
- A Regional TOD strategy.

Regional Economic Development Initiatives

Transportation Planning Funds

This element will provide planning assistance and transportation demographic technical information and data to support economic development initiatives throughout the metropolitan area. Benefactors of this support may include the Office of the Governor; area chambers of commerce; economic development coalitions, authorities, and groups; and public-private sector partnerships when working to attract new business and large industries to the region. Transportation Planning Funds will be used to support these initiatives, as well as non-federal sources of funding as they become available. Anticipated products include:

- Maps;
- Travel times;
- Traffic counts and volumes;
- Various data; and
- Socio-economic information.

5.04 Capital and Operational Asset Management System

This subtask will continue development of an asset management system that will ultimately help the North Central Texas region maintain a successful balance between preserving and/or upgrading existing transportation assets and efficiently replacing assets of the greatest need.

Asset Management Data Collection and Analysis

Transportation Planning Funds

This element will proceed with obtaining information about best asset management practices (applied through local governments, metropolitan planning organizations, and transportation providers) and examining tools for storing and analyzing asset data. Steps to determine asset data that is readily available from internal and external sources, prioritizing the asset data (asset types, attributes, etc.), and collecting and organizing the asset data will continue. Additional efforts will include evaluation of options for collecting additional data (which may include development of regional strategies), implementing techniques to increase awareness of the Asset Management System, examining utilization strategies to affect planning and deployment of corridor capacity maximization programs, and identification of potential pilot projects to demonstrate system interoperability and effectiveness. Corridors to be evaluated throughout this period will be based on Metropolitan Transportation Plan and Congestion Management Process guidance and outputs, and information will be used to support various analysis efforts under Subtask 5.01 (Regional Transportation Corridor Studies) and Subtask 5.02 (Transportation Subarea Studies). Corridors to be evaluated include the following:

- IH 20/IH 30 – Parker/Tarrant County
- IH 30 – Dallas/Rockwall County
- IH 345
- IH 35E – Dallas/Denton County
- IH 35E – Ellis County
- IH 35W – Tarrant/Denton County
- IH 820 West – Tarrant County
- SH 161
- SH 360
- US 380 – Collin/Denton County
- US 75 – Collin/Dallas County
- US 80 – Dallas/Kaufman County

Work will be ongoing throughout FY2016 and FY2017 and the following products will be delivered as the result of work done on this project:

- Maps, tables, reports, and presentations which will highlight asset management data analyses; and
- Documentation to guide incorporation of asset management principles, performance measures, and pilot project recommendations in the preparatory, analysis, and decision-making efforts for updates to the Metropolitan Transportation Plan, Congestion Management Process, and Transportation Improvement Program. Concepts and processes identified through work efforts in Subtask 4.03 (INVEST Implementation) will serve as a foundation for these integration initiatives.

Other Funding Sources

This element will provide technical assistance to transportation agencies and the Regional Transportation Council to help advance various regional projects as soon as possible. This effort is part of a NCTCOG Transportation Department need to expand its involvement beyond its current planning and programming functions to improve project implementation in the Dallas-Fort Worth region. Throughout FY2016 and FY2017, Surface Transportation Program—Metropolitan Mobility funds, Regional Transportation Council Local funds, Texas Department of Transportation funds, and Transportation Development Credits, will support work efforts for the following corridors:

- DFW Connector – FM 2499/IH 635/SH 114/SH 121/SH 360
- IH 35E – Lower Stemmons Corridor
- IH 35E/US 67 – Dallas County
- IH 635 East
- IH 820/SH 121 – Tarrant County
- Loop 12
- SH 114 – Dallas County
- SH 183 – Dallas/Tarrant County
- SH 360 – Tarrant County
- Other existing corridors planned for truck lane restrictions or additional freight mobility considerations

The following products will be delivered as the result of work done for this element:

- Meeting summaries;
- TIP/STIP and UTP incorporation efforts;
- Comment review; and,
- Technical memorandums

5.05 Congestion Management Planning and Operations

The Regional Transportation Council (RTC) has selected the following congestion management planning efforts and operational strategies through a series of funding initiatives. The strategies listed below are congestion management directives and special projects that NCTCOG is responsible for implementing and/or administering. Efforts in this subtask will be conducted in conjunction with local governments to better coordinate transportation operations and investments.

Congestion Management Process

Transportation Planning Funds

As required by the provisions of the management system regulation 23 CFR Parts 450 and 500, the Congestion Management Process (CMP) shall be part of the metropolitan transportation

planning process required under provisions of 23 USC 134 and 49 USC 5303. CMP provides for the effective management of new and existing transportation facilities through development and implementation of travel demand and transportation system management strategies, and by providing information to decision makers on system performance and effectiveness of implemented strategies.

The maintenance of the CMP document for the Dallas-Fort Worth Metropolitan Area is a major component of this Work Program subtask. The CMP seeks a “management” solution to a growing traffic problem by targeting resources toward improved performance for infrastructure assets, operational enhancements, and travel demand reduction strategies. Although major capital investments are needed to meet the growing travel demand, the CMP also develops lower-cost strategies that complement major capital recommendations. The result is a more efficient and effective transportation system, increased mobility, and a leveraging of resources.

The CMP is fully integrated into the region’s transportation planning and programming process. With the identification and mitigation of current and future traffic congestion as the foundation of planning and programming decision making, strategies for congestion mitigation are developed, monitored, and updated on the system level (via the Metropolitan Transportation Plan), on the corridor level (via Project Implementation Process documentation incorporated within corridor studies and NEPA documents), and on the project level (via the Transportation Improvement Program). Anticipated products throughout FY2016 and FY2017 include:

- Documentation of the CMP;
- Executive Summary of the CMP;
- Presentations utilizing CMP data and information;
- Maps;
- Project tracking and monitoring system (Project Implementation Process documentation);
- Periodic reports to the Regional Transportation Council and Surface Transportation Technical Committee documenting status of CMP implementation;
- Coordination meetings to monitor and ensure the continued progress of project recommendations;
- Single-occupant vehicle (SOV) analysis on non-regionally significant roadway projects; and
- Integration of project-specific CMP and asset management information for utilization and analysis within corridor studies initiated through Subtask 5.01.

Transportation System Management and Operations

Transportation Planning Funds

This program is ongoing throughout both FY2016 and FY2017, supporting development of regional Transportation Systems Management and Operations (TSM&O) strategies. It includes strategies such as intersection and signalization improvements, grade separation, freeway bottleneck removal, and Intelligent Transportation Systems (ITS) which will be developed to reduce travel time and enhance system reliability. Anticipated products through the use of TPF dollars include:

- Monitoring, updating, and evaluation of regional TSM&O plans, policies and projects outlined in the Metropolitan Transportation Plan (MTP) and Congestion Management Process (CMP);
- Evaluation of TSM&O projects for inclusion in the Transportation Improvement Program (TIP) consistent with the Regional ITS Architecture;
- Participation in, and monitoring and coordination of Integrated Corridor Management activities to enable a multi-modal, cross-system performance comparison to generate common benchmarks and appropriate agency response options to incidents;
- Support and assistance to regional partners to plan strategies, and promote cooperation and participation in committee meetings;
- Development and monitoring of the implementation of ITS plans, policies, and projects in coordination with regional partner agencies; and
- Evaluation and implementation of vehicle and infrastructure technology.

Other Funding Sources

This program also uses Surface Transportation Program—Metropolitan Mobility (STP-MM) funds, Federal Highway Administration (FHWA) funds, Regional Transportation Council (RTC) Local funds, and Transportation Development Credits to support activities in this area. Anticipated products through the use of these dollars include:

- Agreements for regional communication, infrastructure, and information sharing, including The Memorandum of Understanding (MOU) between the Dallas-Fort Worth Regional Intelligent Transportation System (ITS) partner agencies;
- Identification and documentation of standards for interagency communication of data and video, and the implementation of Center-to-Center-related software and requirements to facilitate information sharing between agencies;
- Update of the Regional ITS Architecture and development of associated plans and documents;
- Identification of needed ITS integration;
- Collection and verification of data, ensuring that devices and systems are operated and maintained at a level to detect and report accurate information (i.e., speeds, counts, and other data items);
- Evaluation of and improvements to the 511DFW system; and
- Review of statements of consistency with the Regional ITS Architecture.

Development of Regional and Corridor-Level TDM Strategies

Transportation Planning Funds

This element is ongoing throughout FY2016 and FY2017, providing for the planning and development of regional travel demand management (TDM) strategies including, but not limited to, employee trip reduction, carpools/vanpools, park-and-ride, and transportation management associations. Revisions in demographic forecasts and innovations in communication technologies will influence new strategies. This element also supports the development of regional TDM

strategies in the Metropolitan Transportation Plan. Regional travel demand management strategies identified in the Congestion Management Process (CMP) will be applied on a regional level, and additional travel demand reduction strategies will then be evaluated for their application on the corridor and subarea levels. Additional TDM strategies will also be evaluated for their application. At the project implementation level, TDM projects are monitored so they can be added to the regional Transportation Improvement Program (TIP) at the appropriate time with respect to the single-occupancy vehicle facility implementation. Anticipated products include:

- Monitoring of regional TDM goals and strategies outlined in the Metropolitan Transportation Plan and the Congestion Management Process document;
- Support and assistance to regional partners implementing parking technologies and services to better manage parking availability; and
- Maintenance of and updates to the Regional Park-and-Ride Inventory database and map.

Special Events

Other Funding Sources

This program is ongoing throughout FY2016 and FY2017, providing planning and implementation activities for various transportation service needs for special events. NCTCOG continues coordination and technical support for local governments, transportation providers, and other key stakeholders in North Central Texas regarding the regional coordination of special event management plans and critical infrastructure needs to support these events. Surface Transportation Program – Metropolitan Mobility (STP-MM) funds and Transportation Development Credits will support this initiative. NCTCOG staff will provide oversight of this program. Anticipated products include:

- An inventory of major special events in the region;
- Coordinated regional partner involvement;
- Implementation of coordinated congestion management strategies associated with special events;
- Funding sources or shared resources identified, and funding agreements executed with regional partners to implement projects; and
- Committee meetings.

Managed Lane Technology Assessment

Other Funding Sources

This element is ongoing throughout FY2016 and FY2017. To facilitate efficient operation and toll collection on the managed lanes, the region desires that a technology-based system be implemented to verify auto occupancy. The region plans to utilize advanced technology for vehicle occupancy detection and verification, as well as other equipment to improve the safety and operations of managed lanes. As part of this task, staff will provide assistance with public outreach and education regarding High Occupancy Vehicle (HOV)/managed lane pricing. Staff will also work with regional partners to develop approaches to address the implementation of

occupancy-based tolling and dynamic pricing, and document lessons learned. This element also supports NCTCOG's membership in, and support for research under, FHWA's High Occupancy Vehicle/Managed Use Lane Pooled Fund Study. Regional Transportation Council (RTC) Local funds will be used to support these activities. Anticipated products include:

- Coordination and meetings with partner agencies, as needed;
- Assistance with public outreach and education on HOV/managed lane;
- Assistance in an approach to address implementation and testing of technology; and
- Support for and participation in FHWA High Occupancy Vehicle/Managed Use Lane Pooled Fund Study.

TxDOT Partnership for Congestion Management

Other Funding Sources

This program is ongoing throughout FY2016 and FY2017, addressing congestion problems that are a major concern within the Dallas-Fort Worth region and across the state in large metropolitan areas. The Texas Department of Transportation (TxDOT) and NCTCOG recognize that Transportation Systems Management and Operations (TSM&O) can play a significant role in relieving congestion on the transportation system. TSM&O is an essential component of congestion mitigation. It can improve the efficiency of the system by implementing strategies that reduce vehicle demand; integrate operations into roadway design; rapidly clear collisions and stalled vehicles; reduce crashes; better utilize the existing capacity through improved signage, striping and operations; and incorporate active traffic management to provide real-time traffic information to motorists. In partnership with TxDOT, NCTCOG has developed, and will initiate, efforts to pilot new and innovative congestion mitigation strategies in the Dallas-Fort Worth region that could be applicable for other areas of the region and the State. These projects are quick to implement and have measurable results. Congestion Mitigation and Air Quality Improvement Program (CMAQ), TxDOT, and Regional Toll Revenue (RTR) funds will support these efforts. NCTCOG staff will provide project oversight. Anticipated products include:

- Coordination and meetings with partner agencies, as needed;
- Implementation of projects;
- Identification and documentation of performance measures; and
- Scope of activities for the Regional Wrong-way Driving Mitigation Project.

Value Pricing Pilot Program

Other Funding Sources

The Value Pricing Pilot Program will establish local programs and gather information about the role that various types of value pricing methods can play in improving the efficiency of transportation systems and in dealing with congestion, pollution, energy, and other problems related to automobile use in congested areas. This pilot program will be implemented on the IH 30 test corridor, which is the region's permanent test corridor. This project will utilize funding from the Federal Highway Administration and contributions from local partners. Anticipated products include:

- Implementation of a pilot to develop incentives to change travel behavior such as mode and time of travel;
- Evaluation of the effectiveness of several types of incentives encouraging drivers to seek alternatives to driving alone or during the peak periods;
- Use of technology to collect actual travel patterns to determine how managed lanes impact all users, including low-income populations; and
- Coordination with partner agencies.

Freeway Incident Management (FIM) Training

Other Funding Sources



This program is ongoing throughout FY2016 and FY2017, providing training for agencies responsible for managing and clearing traffic incidents. This training has been demonstrated to improve responder and motorist safety, and to significantly reduce the length and size of roadway closures. The Dallas-Fort Worth area was the first area in the nation to formalize the training process to reach out to all responders and generate improvements in the management of traffic incidents. The goal of NCTCOG FIM training is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance

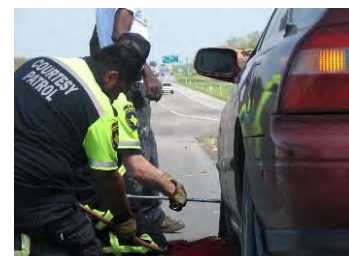
safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. By implementing best practices techniques throughout the region, clearance times can be reduced by as much as 40 percent. Such an improvement will reduce the impact of congestion, improve regional air quality, and improve the safety and efficiency of travel for all residents and visitors in the area. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Regional Transportation Council (RTC) Local funds, and Transportation Development Credits support this program, and consultant services will be utilized. Anticipated products include:

- FIM First Responder and Manager’s Courses and FIM Executive Level Courses;
- Basic and Advanced Photogrammetry Training workshops;
- Commercial Vehicle Enforcement Training and Equipment;
- Incident Management Equipment Replacement Call for Projects; and
- Support of general training and educational projects that promote the implementation of strategies that mitigate traffic incidents.

Mobility Assistance Patrol Program (MAPP) Administration

Other Funding Sources

This program is ongoing throughout FY2016 and FY2017, providing assistance to motorists by helping them to move disabled vehicles from the main lanes of regional highway/freeway facilities and ultimately getting the vehicles operating or off the facility completely. The assistance is provided free of charge to the



motorists and includes such services as assisting with flat tires, stalled vehicles, and minor accidents. MAPP coverage is focused on congested roadway systems in Dallas, Tarrant, and portions of Collin and Denton Counties and is operated by the Dallas County and the Tarrant County Sheriffs' Offices. MAPP coverage is also provided by the North Texas Tollway Authority on regional toll facilities, and by private-sector partners on corridors they operate. Surface Transportation Program—Metropolitan Mobility funds and Transportation Development Credits support this program, and consultant services may be utilized. NCTCOG staff will provide program oversight. Anticipated products include:

- An assessment of the current program to ensure that the program is operating as efficiently as possible; and
- Documentation of program performance.

Regional Trip Reduction and Vanpool Programs

Other Funding Sources

These programs are ongoing throughout FY2016 and FY2017. Both programs are designed to reduce employee commute vehicle trips. The Regional Trip Reduction Program (RTRP) is

tryparkingit.com



voluntary and aimed at educating private and public employers in the region, with 100 or more employees, about available Travel Demand Management (TDM) programs and strategies that reduce single-occupancy vehicle (SOV) trips for work purposes. The strategies promoted under the RTRP include rideshare (carpool and vanpool) programs, telecommuting and flexible work-hour programs, transit pass subsidies, bicycling and similar strategies. The Try Parking It website, www.tryparkingit.com, the region's ride-matching and commute tracking application is a major component of the RTRP. The newest addition to the RTRP offerings is www.DFWConnectARide.com, the region's first casual carpooling Web site. DFW Connect-A-Ride was developed as part of the Value Pricing Pilot Program along IH 30.

The Regional Vanpool Program is one of the major rideshare programs for trip reduction, providing a "shared ride" alternative to SOV travel for commuters traveling long distances or in areas with limited or no fixed-route service. The current Regional Vanpool Program is operated by Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (The T), and the Denton County Transportation Authority (DCTA).

Surface Transportation Program—Metropolitan Mobility (STP-MM) funds, local funds, and Transportation Development Credits will be utilized for these programs. NCTCOG staff will provide management and oversight of the programs. Anticipated products include:

- Direct employer outreach to educate employers on available TDM strategies and assist them in establishing and/or strengthening alternate commute programs in the workplace;
- Maintenance of the RTRP performance database;

- Updated and improved functionality of the Try Parking It Web site;
- Promotion of NCTCOG's Try Parking It Web site and DFW Connect-A-Ride Web site to increase the number of users in the programs;
- Coordination of vanpool budget and invoice activities;
- Quarterly Regional Transit Coordination meetings with Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (FWTA), and the Denton County Transportation Authority (DCTA); and
- Monitoring and publication of ridership, VMT reduced, and emission reductions performance measures.

Regional Traffic Signal Retiming Project

Other Funding Sources

This project is ongoing throughout FY2016 and FY2017. Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ), Regional Transportation Council (RTC) Local funds, other local funds, and Transportation Development Credits will be utilized. The Regional Traffic Signal Retiming Project targets the improvement of the arterial transportation system, including frontage roads, in the Dallas-Fort Worth region. NCTCOG has two consultants to implement the Regional Traffic Signal Retiming Project (RTSRP). Staff worked with public sector partners to select corridors to include in this project. The corridors were selected based on several factors, including but not limited to, high volumes, regional distribution, and previously funded and unfunded projects. NCTCOG staff will continue implementation of the project through coordination with public-sector partners to select additional corridors for signal retiming improvement. This project also includes the installation of minor intersection equipment. Staff will work with partner agencies to identify where these improvements are needed. NCTCOG staff will provide oversight of this project. Anticipated products include:

- A baseline analysis;
- Recommendation and implementation of low-cost capital improvements;
- Implementation of signal retiming plans;
- Identification and support for the implementation of major and minor improvements;
- An analysis of improved conditions;
- Monthly progress meetings with consultants and TxDOT, as well as meetings with cities and consultants as appropriate; and
- Review of corridor reports, project summary reports, consultant invoices and progress reports.

5.06 Regional Freight Planning

Other Funding Sources

This subtask is ongoing throughout FY2016 and FY2017, assessing the impact of truck traffic, rail freight, and other freight movement issues within and through the DFW



region. This task includes the collection and analysis of data pertaining to freight mobility and safety. These tasks will include continued coordination with private-sector partners in the trucking, rail, and freight forwarding businesses. Surface Transportation Program–Metropolitan Mobility, Texas Department of Transportation, and Regional Transportation Council (RTC) Local funds will be utilized to support this project. Anticipated products include:

- Bi-monthly Regional Freight Advisory Committee (RFAC) meetings;
- Regional Transportation Council Intermodal/Multimodal/High Speed Rail/Freight Subcommittee meetings, as needed;
- Support to the USDOT Federal Highway Administration for various projects as needed;
- Monitoring of truck-lane restriction corridor conditions;
- Various reports and studies regarding freight conditions in the DFW region, including a Regional Hazardous Materials Route Study; and
- Recommended follow-up studies identified in Freight North Texas: The North Central Texas Regional Freight System Inventory.

5.07 Transportation System Security and Emergency Preparedness

Transportation Planning Funds

This program is ongoing throughout FY2016 and FY2017, supporting ongoing local, State, and federal initiatives to address transportation system security and emergency preparedness planning. NCTCOG continues a dialogue among local governments and transportation providers in North Central Texas regarding the regional coordination of response plans, response capabilities, and emergency medical services in the event of a major incident. Staff also provides technical transportation data needed to support these planning efforts, as well as to facilitate the coordination of various transportation providers and planning agencies. NCTCOG's Transportation Department will continue to support the Emergency Preparedness Department in developing/enhancing regional emergency preparedness capacity as it relates to utilization of Intelligent Transportation Systems (ITS) or transportation management tools, and infrastructure protection by developing a framework for response and contingency planning due to the unexpected loss or intentional removal of roadway capacity. Scenario modeling may identify the impact to parallel or complementary routes for strategic corridors in the region to help determine potential temporary or interim traffic management solutions. Anticipated products include:

- Support and assistance to agency and regional partners, including monitoring of activities, promotion of regional coordination, and committee meetings;
- Interaction and cooperation between Emergency Responders and Transportation staff;
- Technical transportation data, performance analyses, and planning services related to transportation security;
- Infrastructure protection (identifying transportation critical items or elements including recommending vulnerability analyses on regional facilities and services); and
- Transportation Resource Support for mass evacuation events.

5.08 Roadway and Railroad Safety

This subtask is ongoing throughout FY2016 and FY2017, supporting planning efforts to develop safety policies, programs, and projects.

Transportation Safety Planning

Transportation Planning Funds

Staff coordinates with the Regional Safety Advisory Committee, the Texas Department of Transportation, Department of Public Safety, Federal Highway Administration, local governments, and other partners to develop strategies for data collection, analysis, and archiving. These partners also assist in developing policies, programs and projects to improve safety related to the transportation system. Anticipated products include:

- Collection, maintenance, and analysis of regional safety data including: crash data from TxDOT's Crash Records Information System (CRIS), fatality data from the National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS), and hazardous material spill data from the National Response Center (NRC);
- Regional Safety Information System implementation activities;
- Monitoring the implementation of activities outlined in the Intersection Safety Implementation Plan (ISIP) for the NCTCOG region as funding becomes available, and participating in the development of a statewide ISIP;
- Annual Safety Program performance measures;
- Safety-related education and training courses for member agencies; and
- Analysis of crash data and recommendation of safety improvements at high-crash locations.

Other Funding Sources

Surface Transportation Program–Metropolitan Mobility (STP-MM) and Transportation Development Credits will also be utilized to support this program. Anticipated products include:

- Procurement of a Regional Safety Information System application tool.

Railroad Crossing Coordination

Other Funding Sources

This element is ongoing throughout FY2016 and FY2017 and includes the identification, planning, and implementation of rail crossing projects throughout the DFW region. Surface Transportation Program–Metropolitan Mobility and RTC Local funds will be utilized to support this project. Anticipated products include:

- Development and implementation of the regional banking program;



Source: Railroad Controls Limited, 2006

- Analysis of rail safety data to identify target areas for educational efforts;
- Public outreach and education efforts in the region; and
- Enhanced regional partnerships.

5.09 Regional Aviation Planning and Education

This Work Program subtask includes planning for the regional aviation system and the surface transportation system that links aviation facilities to the region. In addition, efforts to enhance and expand education and outreach regarding careers in aviation are included.

Surface Access to Aviation

Transportation Planning Funds

This element is ongoing throughout FY2016 and FY2017. Work includes data collection and planning efforts to assess the impacts of growth and development of surface access infrastructure to aviation facilities and associated improvement needs. This item includes a review of travel-time contours, air cargo trends and connectivity, and land-use implications surrounding commercial and general aviation facilities. This project also includes input to the Regional Transportation Council and the Air Transportation Technical Advisory Committee, as well as the Metropolitan Transportation Plan (MTP). Anticipated products include:

- Documentation of surface access to aviation impacts;
- Inventory and data collection of infrastructure improvements;
- Analysis and recommendations for infrastructure improvements affecting aviation; and
- Travel-time contours for commercial and general aviation facilities.

Regional Aviation System Planning

Other Funding Sources

This element is ongoing throughout FY2016 and FY2017 and includes continuous system planning efforts and implementation of the Regional General Aviation and Heliport System Plan. Ongoing technical assistance to local governments and stakeholders for development recommendations and preservation of the North Central Texas regional aviation system is provided. Coordination with State and federal governments and aviation stakeholders will be completed to provide input to the National Plan of Integrated Airport Systems, the Texas Airport System Plan, and North Central Texas Council of Governments' documents (such as the Metropolitan Transportation Plan). Airport system evaluation may include demand forecasting and capacity assessments. This project is funded through RTC Local funds and anticipated grant funding provided by the Federal Aviation Administration (FAA). RTC Local funds will also be used to support staff participation in aviation planning activities such as industry conferences, professional organizations, and professional development. Anticipated products include:

- Air Transportation Technical Advisory Committee meetings;
- Stakeholder meetings and associated outreach materials;
- Implementation of the Regional General Aviation and Heliport System Plan;

- Aviation system performance measures;
- Collection of geospatial data related to airport infrastructure;
- Geographical Information System (GIS) Web interface;
- Monitoring of compatible development surrounding airports including obstructions;
- Aviation environmental planning tools such as noise modeling and wildlife tracking; and
- Evaluation of impacts of unmanned aircraft systems (UAS) on the regional aviation system.

Unmanned Aircraft Systems (UAS) Pilot Project

Other Funding Sources

This element will be completed in FY2016. It includes the collection of digital aerial imagery with an unmanned aircraft system, in partnership with local partners around transportation assets, to extract geospatial features. This data will be used to analyze ground transportation and airport infrastructure. The anticipated value of this project will demonstrate cost savings by utilizing a UAS to collect orthoimagery and produce deliverables suitable to enhance transportation planning. This project is funded through RTC Local funds for aviation data collection and STP-MM and RTC Local funds for imagery and transportation data collection. Anticipated project deliverables include:

- Six-inch resolution (or better) color digital orthophotography for a sample project area in North Central Texas;
- Geospatial data such as shape files, layers, and geodatabases for surface transportation infrastructure and certain airport-related infrastructure; and
- Documentation of project findings as a resource for the use of UAS.

Aviation Education Integration and Outreach

Other Funding Sources

This element is ongoing throughout FY2016 and FY2017 and describes implementation and outreach efforts associated with recommendations from the North Texas Aviation Education Initiative study completed in 2010. Facilitation for development of regional aviation programs, as well as a variety of outreach strategies to local students, will be conducted. These efforts are funded through a combination of grants, RTC Local funds, and industry partnerships. Anticipated products include:

- Participation in aviation advisory committees and presentations to school boards;
- Enhancements to NCTAviationcareers.com;
- Aviation workforce data analysis;
- Aviation education outreach events;
- Program curriculum development and facilitation; and
- Regional workshops with educators, industry stakeholders, and policy officials.

Airport Cooperative Research Program (ACRP) 03-37

Other Funding Sources

This element will utilize funding from the Federal Aviation Administration and will be completed in FY2016. This work is included as part of the Airport Cooperative Research Program Project 03-37, Using GIS for Collaborative Land-Use Compatibility Planning Near Airports. NCTCOG will assist other external project partners as a subcontractor to help develop a guidebook of evidence-based best practices, training materials, and outreach materials to foster ongoing stakeholder collaboration for airport land-use compatibility. This project is needed to assist airports, local governments, and other stakeholders in using GIS to help protect safety, health, quality of life, and public investments related to airports in or near local jurisdictions. Anticipated products include:

- Inventory of existing literature and best practices for airport compatibility planning using GIS;
- White paper and technical documentation for specifications, regulatory factors, and funding sources on airport land-use planning and GIS;
- Surveys and participation in focus groups with stakeholders;
- Training and public outreach materials; and
- Documentation of project deliverables and reports.

5.10 Regional Military and Community Coordination

This Work Program subtask includes the planning and implementation of programs to support regional military and community coordination.

Naval Air Station Fort Worth, Joint Reserve Base Land Use and Community Outreach Implementation

Other Funding Sources

Participating local governments include, but are not limited to, Tarrant County and the cities of Benbrook, Fort Worth, Lake Worth, River Oaks, Westworth Village, and White Settlement. The interjurisdictional partnership is based on the identification of actions that can be taken jointly by the community and the installation to promote compatible development, and address current and future encroachment as identified through the Joint Land Use Study. This element is ongoing throughout FY2016 and FY2017. Regional Transportation Council Local and other local funds will be utilized to support activities in this area. Anticipated products include:

- Community outreach meetings;
- Tracking of bills proposed in the state legislature;
- Regional Coordination Committee (RCC) Development Review Web tool project inventory and comments;
- At least four RCC meetings and RCC Officer meetings; and
- Documentation and presentation material for forums, workshops, and meetings.



Regional Joint Land-use Study

Other Funding Sources

The Department of Defense Office of Economic Adjustment (DOD OEA) funds planning studies to identify recommendations to maintain military operations and support compatible development surrounding military installations. NCTCOG received funding from the DOD OEA in FY2015 to conduct a Regional Joint Land-use Study (JLUS). The Regional JLUS will update the JLUS previously conducted for NAS Fort Worth, JRB, and analyze encroachment issues common to additional military facilities throughout the region. Staff anticipates procuring a consultant to assist with technical work. RTC Local funds will also be used for this project. Anticipated products include:

- Inventory of current and future land uses surrounding regional military installations;
- Recommendations for storm water drainage best practices near military airfields;
- Model ordinances related to airport overlay zoning and regulating the location of potential flight hazards;
- Outreach documents and presentations to stakeholder groups; and
- Grant management requirements.

5.11 Regional Job Opportunity Pilot Program

Over the next three-year period, NCTCOG staff proposes to track the creation, implementation and evaluation of a proposed jobs program oversight model, known as the Regional Jobs Opportunity Pilot Program (RJOPP). This is an ongoing subtask for FY2016 and FY2017. The program has three elements:

Highway Construction Labor Preparation

Other Funding Sources

The goal of this element is to recruit disadvantaged populations, who have some prior construction experience, to perform various highway construction jobs for transportation improvement projects located within, or in proximity to their neighborhoods. NCTCOG will provide oversight of this program. Elements of this program include community outreach, job placements, and monitoring of program effectiveness, relative to job outcomes. Consultant services have been procured to assist with this task, and NCTCOG will oversee program initiatives. This task will be funded with Texas Department of Transportation funds. Anticipated products include:

- A case management database to link contractor needs with experienced worker skill sets; and
- Tracking mechanism(s) for participants.

DBE Contractor Mentoring

Other Funding Sources

The goal of this element is to enhance minority contractors' abilities to effectively compete for highway construction jobs. Mentoring opportunities will be coordinated through the TxDOT and

North Texas Tollway Authority Joint Cooperative Inclusion Plan. Consultant services have been procured to assist with this task, and NCTCOG will oversee program initiatives. This task will be funded with Texas Department of Transportation funds. Anticipated products include:

- A Needs Assessment identifying those professional areas where training/coaching may increase contractor bidding effectiveness;
- A Business Action Plan for each participating Disadvantaged Business Enterprise (DBE) contractor; and
- A tracking mechanism for program participants.

Small-scale Construction Field Experience Opportunities

Other Funding Sources

The goal of this element is to offer disadvantaged participants opportunities for small-scale construction field experience. This initiative places disadvantaged individuals who receive training through one of TxDOT's recognized training programs on highway construction projects. These construction projects include, but are not limited to, beautification and aesthetic treatments, and maintenance and safety work. Consultant services may be used for this task, and NCTCOG will oversee program initiatives. This effort will be funded with Surface Transportation Program – Metropolitan Mobility (STP-MM) funds. Anticipated products include:

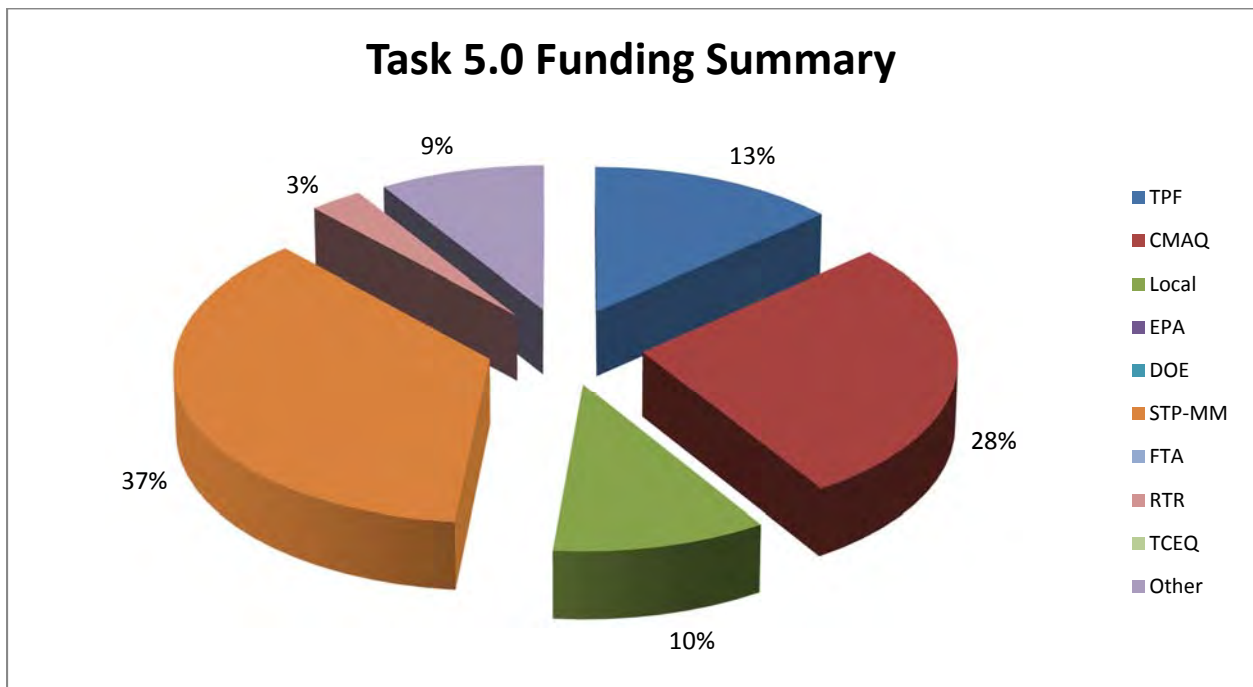
- An Interlocal Agreement with one or more local governments to participate in this program; and
- An evergreen contract with one or more construction contractors to meet some of the contractors' general laborer needs on small-scale construction projects.

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$742,000			
		\$45,000	Local	
		\$41,000	NTTA	
		\$315,000	RTR	
		\$1,398,000	STP-MM	
		\$509,000	TxDOT	
Subtotal				\$3,050,000
5.02	\$988,000			
		\$71,000	RTR	
Subtotal				\$1,059,000
5.03	\$447,000			
		\$154,000	CMAQ	
		\$337,000	FHWA	
		\$1,497,000	Local	
		\$1,423,000	STP-MM	
Subtotal				\$3,858,000
5.04	\$171,000			
		\$78,000	Local	
		\$435,000	STP-MM	
		\$32,000	TXDOT	
Subtotal				\$716,000
5.05	\$562,000			
		\$6,995,000	CMAQ	
		\$375,000	FHWA	
		\$672,000	Local	
		\$365,000	RTR	
		\$5,309,000	STP-MM	
		\$236,000	TXDOT	
Subtotal				\$14,514,000
5.06				
		\$69,000	Local	
		\$725,000	STP-MM	
		\$113,000	TxDOT	
Subtotal				\$907,000
5.07	\$66,000			
Subtotal				\$66,000

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.08	\$374,000	\$14,000	Local	
		\$106,000	STP-MM	
Subtotal				\$494,000
5.09	\$153,000	\$195,000	FAA	
		\$199,000	Local	
		\$40,000	STP-MM	
Subtotal				\$587,000
5.10		\$455,000	DOD	
		\$123,000	Local	
Subtotal				\$578,000
5.11		\$53,000	STP-MM	
		\$44,000	TXDOT	
Subtotal				\$97,000
Total	\$3,503,000	\$22,423,000		\$25,926,000

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.



VII. Strategic Regional Initiatives

Staff has identified strategic regional initiatives directed toward innovative methods of funding and implementing transportation improvements in the North Central Texas region to offset the decline in federal and State gas tax revenues and help expedite project implementation. One of these non-traditional methods focuses on techniques to capture the increase in the value of real property brought about by the public-sector funding of highway and transit improvements. Staff will pursue funding for these efforts through various sources such as partnerships with transportation providers, as well as State and federal grant opportunities that may arise, which will be categorized as Revenue Center 6 funding when received. A second example is the sale or trade of Transportation Development Credits. Under State law, the Regional Transportation Council can sell Transportation Development Credits to other Metropolitan Planning Organizations in the state and the Texas Department of Transportation. Below is a summary of the strategic initiatives that will be pursued once available funding is identified.

Transportation Innovative Finance Initiative Opportunities – Building on the work conducted for the Cotton Belt Innovative Finance Initiative, this effort will continue to investigate revenue opportunities for various transportation corridors. This includes High Speed Rail to Houston, and Oklahoma City, Austin, and San Antonio, and between Dallas and Fort Worth. The Regional Transportation Council is ready to explore regional rail implementation in other corridors in North Central Texas.

The project will identify viable revenue sources appropriate for both capital and operation and maintenance costs for various proposed transportation infrastructure projects. Proposed transportation infrastructure projects include roadway, public transportation, and multimodal projects. The effort will: (1) analyze various revenue strategies; (2) coordinate with local governments and transportation partners through regularly scheduled meetings; (3) assess the existing conditions and potential opportunities for innovative funding opportunities; (4) evaluate capital and operation and maintenance costs for various projects; and (5) prepare a formal report identifying a recommended funding plan for various projects. The public-at-large will be involved in this process as well since Transportation Development Credits need to be presented to the public at major milestones. Consultant assistance is anticipated.

VIII. Overview of Work Program Funding

The work described in this document will be accomplished during the period October 1, 2015 to September 30, 2017. This work will be a cooperative effort between government agencies at four levels—local, regional, state, and federal—and will be funded in some manner by each of the participants. These activities will also involve private-sector groups including citizens, companies, interest groups, and various associations of these three. This Work Program is prepared with requests, guidance, and cooperation from the principal local agencies in the region.

The transportation planning process is a collection of resources that can be called upon by local governments to assist and supplement their capabilities whenever necessary to meet needs for solving increasingly more complex transportation problems. The FY2016 and FY2017 Unified Planning Work Program (UPWP) reflects the Metropolitan Planning Organization's (MPO) goals to meet MPO planning requirements and guidelines reaffirmed by Moving Ahead for Progress in the 21st Century (MAP-21); to aid in the implementation of projects contained in the Metropolitan Transportation Plan through an efficient, cost-effective, and equitable system of project programming and prioritization in the Transportation Improvement Program; to develop and implement a regional congestion management process; to continue to support regional efforts to improve air quality; to coordinate regional aviation planning activities; and to assist local governments and transportation providers with various transportation planning activities. Efforts will continue on the monitoring and researching of new travel forecasting and transportation planning techniques to provide the most efficient and effective solutions available for meeting the region's transportation needs.

Disadvantaged Business Enterprises

Participation by Disadvantaged Business Enterprises (DBE) to plan and provide technical and transportation services is encouraged by the North Central Texas Council of Governments

(NCTCOG). In this regard, NCTCOG has established a Transportation Department-wide overall Disadvantaged Business Enterprise (DBE) goal of 25 percent of the final negotiated contract amount for participation on the part of socially and economically disadvantaged individuals in USDOT-assisted projects. Specific DBE goals are established for each procurement, dependent upon the type of services being procured. Consultant firms are encouraged to provide their contact, areas of expertise, and DBE certification information to the North Central Texas Council of Governments (NCTCOG) for Request for Proposal (RFP) notifications. In addition, a DBE list is maintained, based on information provided by firms, and provided as part of the RFP. Assurance is also given that, in accordance with Title VI of the Civil Rights Act of 1964, NCTCOG will not discriminate against any person on the grounds of race, color, age, sex, disability, or national origin.

Proposed Budget

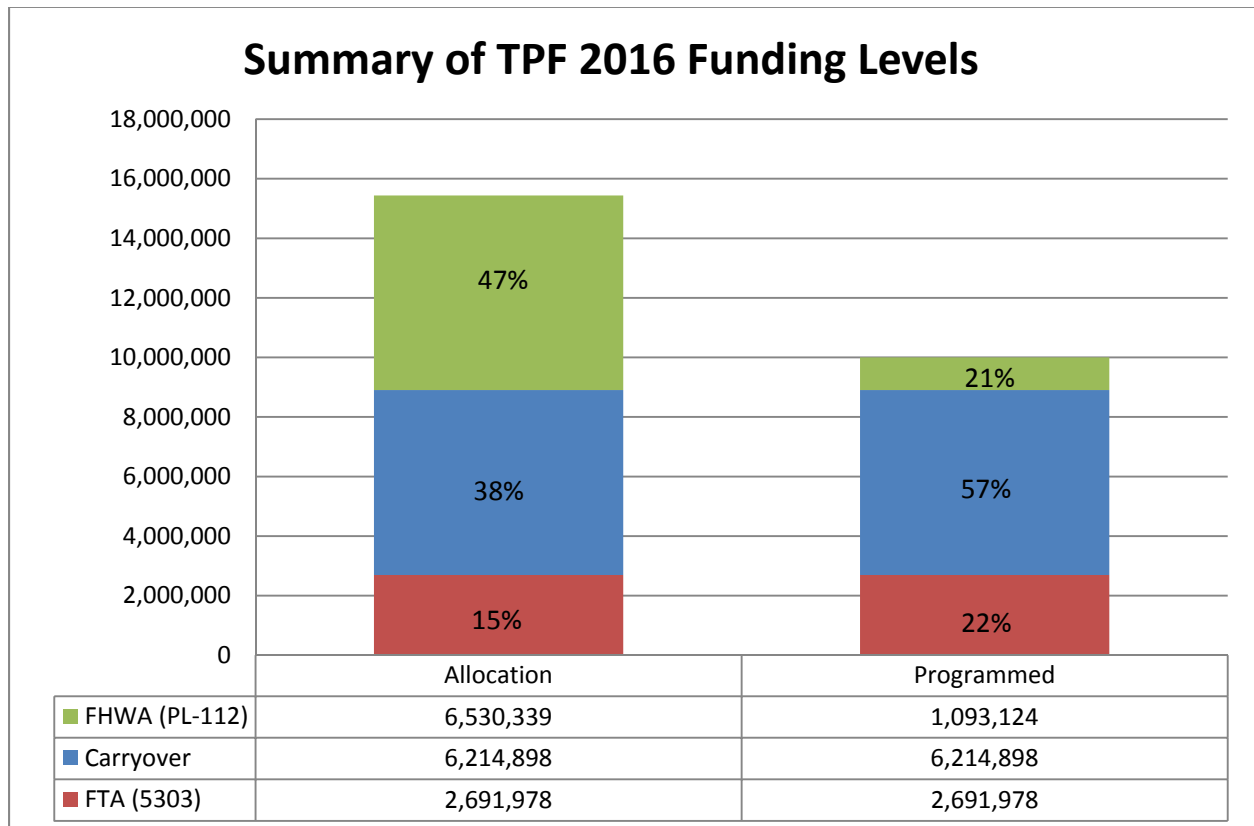
This section summarizes the budget for the FY2016 and FY2017 Unified Planning Work Program. Financial support for Fiscal Years 2016 and 2017 will be provided from a number of sources including the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Texas Department of Transportation (TxDOT), the Texas Commission on Environmental Quality (TCEQ), Environmental Protection Agency (EPA), Department of Energy (DOE), Federal Aviation Administration (FAA), and the North Texas Tollway Authority (NTTA). In addition, various local sources will be acquired to assist in the funding of this program.

The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL 112 and FTA 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA 112 and FTA 5303 funds

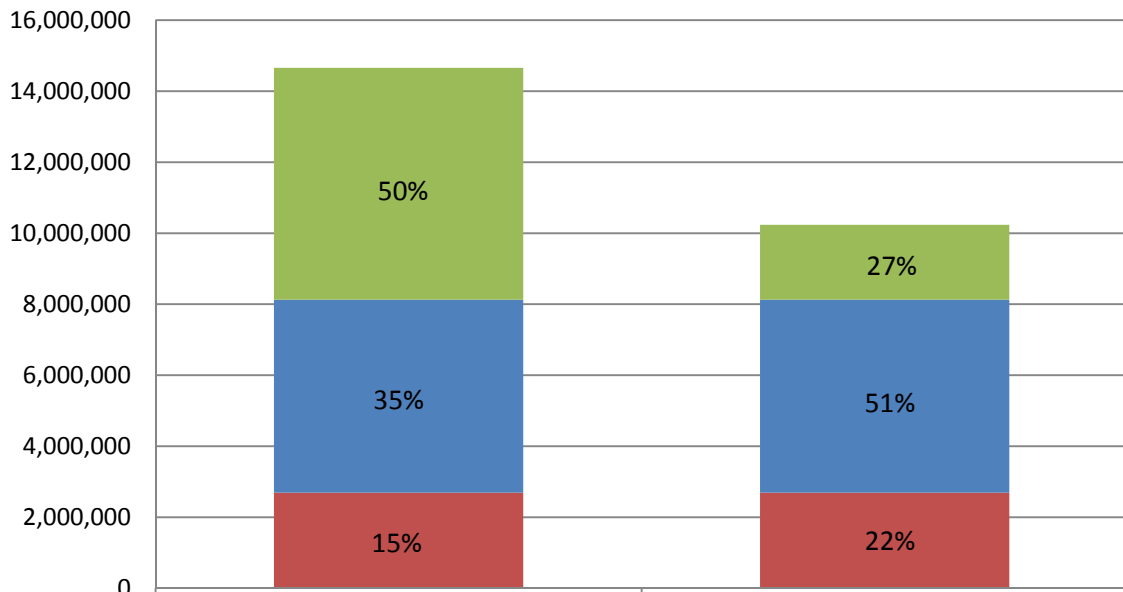
for FY2016 and FY2017 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all metropolitan planning organizations. The FY2016 and FY2017 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is \$6,530,339 in FY2016 and \$6,530,339 in FY2017 for a two-year total of \$13,060,678. The Federal Transit Administration 5303 funding is \$2,691,978 in FY2016 and \$2,691,978 in FY2017 for a two-year total of \$5,383,956. An estimated balance of \$6,214,898 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2015 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2016 and FY2017 UPWP is estimated at \$24,659,532. Transportation Planning Funds in the amount of \$20,235,000 have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of \$5,383,956, the estimated FY2015 FHWA PL 112 fund balance of \$6,214,898, and \$8,636,146 of Fiscal Years 2016 and 2017 FHWA PL 112 funding. The remaining balance of Fiscal Years 2016 and 2017 FHWA PL 112 funds of \$4,424,532 is anticipated to be carried over to Fiscal Year 2018.

**EXHIBIT VIII-1
FY2016 AND FY2017 TPF PROGRAMMING SUMMARY**

	FY2016		FY2017	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,691,978	2,691,978	2,691,978	2,691,978
FHWA (PL-112)				
Carryover	6,214,898	6,214,898	5,437,215	5,437,215
New Allocation	6,530,339	1,093,124	6,530,339	2,105,807
Total TPF	15,437,215	10,000,000	14,659,532	10,235,000
Carryover		5,437,215		4,424,532
Two-Year Totals				
FTA Section 5303	5,383,956			
FHWA PL-112	19,275,576			
Total	24,659,532			
Programmed		20,235,000		
Carryover		4,424,532		



Summary of TPF 2017 Funding Levels

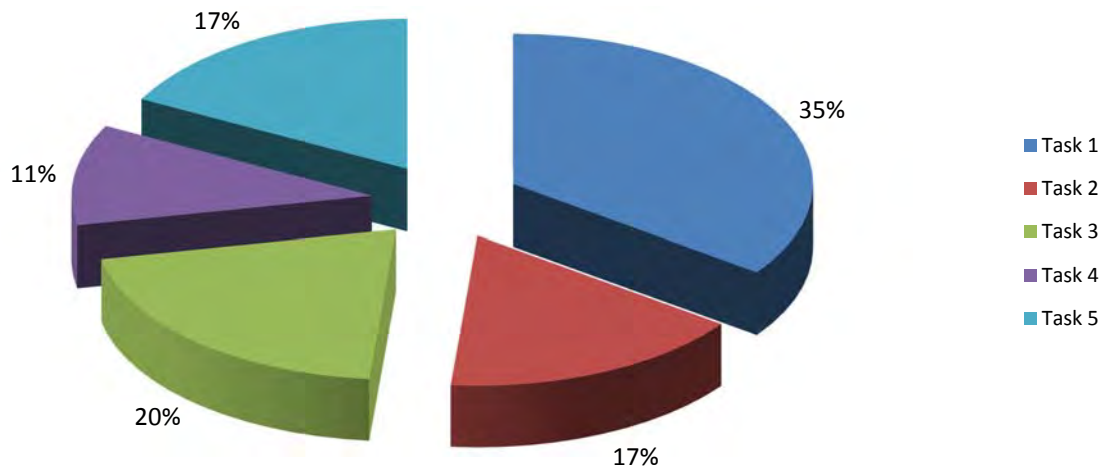


	Allocation	Programmed
■ FHWA (PL-112)	6,530,339	2,105,807
■ Carryover	5,437,215	5,437,215
■ FTA (5303)	2,691,978	2,691,978

EXHIBIT VIII-2
FY2016 and FY2017 Allocation of Transportation Planning Funds

Subtask	Subtask Title	TPF		
		FY 2016	FY 2017	Total
1.01	Community Outreach	\$922,000	\$975,000	\$1,897,000
1.02	Program Administration	\$2,082,000	\$2,067,000	\$4,149,000
1.03	Advanced Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Administration and Application Coordination	\$532,000	\$494,000	\$1,026,000
1.05	Quality Control and Field Operations	\$0	\$0	\$0
	Subtask 1.0	\$3,536,000	\$3,536,000	\$7,072,000
2.01	Travel Forecasting Support	\$1,013,000	\$981,000	\$1,994,000
2.02	Transportation Data Management	\$134,000	\$198,000	\$332,000
2.03	Demographic Data and Forecasts	\$504,000	\$503,000	\$1,007,000
	Subtask 2.0	\$1,651,000	\$1,682,000	\$3,333,000
3.01	Transportation Project Programming	\$726,000	\$722,000	\$1,448,000
3.02	Regional Air Quality Planning	\$412,000	\$413,000	\$825,000
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Transportation and Air Quality Communications	\$0	\$0	\$0
3.05	Public Transportation Planning and Management Studies	\$930,000	\$930,000	\$1,860,000
3.06	Transit Operations	\$0	\$0	\$0
	Subtask 3.0	\$2,068,000	\$2,065,000	\$4,133,000
4.01	The Metropolitan Transportation Plan	\$948,000	\$898,000	\$1,846,000
4.02	Financial Forecasting and Strategies	\$52,000	\$52,000	\$104,000
4.03	Coordination of Transportation and Environmental Planning Processes	\$51,000	\$112,000	\$163,000
4.04	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$39,000	\$42,000	\$81,000
	Subtask 4.0	\$1,090,000	\$1,104,000	\$2,194,000
5.01	Regional Transportation Corridor Studies	\$306,000	\$436,000	\$742,000
5.02	Subarea Studies and Local Government Assistance	\$486,000	\$502,000	\$988,000
5.03	Land-Use/Transportation Initiatives	\$223,000	\$224,000	\$447,000
5.04	Capital and Operational Asset Management System	\$85,000	\$86,000	\$171,000
5.05	Congestion Management Planning and Operations	\$281,000	\$281,000	\$562,000
5.06	Regional Freight Planning	\$0	\$0	\$0
5.07	Transportation System Security and Emergency Preparedness	\$33,000	\$33,000	\$66,000
5.08	Roadway and Railroad Safety	\$187,000	\$187,000	\$374,000
5.09	Regional Aviation Planning and Education	\$54,000	\$99,000	\$153,000
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Regional Job Opportunity Pilot Program	\$0	\$0	\$0
	Subtask 5.0	\$1,655,000	\$1,848,000	\$3,503,000
	FUNDING TOTALS	\$10,000,000	\$10,235,000	\$20,235,000

Transportation Planning Funds (TPF) Summary by Task



UPWP funding is composed of five main revenue centers. Revenue Center 1 consists of planning activities being conducted with formula planning funds and utilizes FHWA PL 112 and FTA 5303 funding for project support. Revenue Center 2 consists of planning activities being conducted with non-formula funds provided by various agencies such as the North Texas Tollway Authority, Federal Aviation Administration, US Department of Energy, and the Texas Commission on Environmental Quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Program—Metropolitan Mobility (STP-MM) funding are also utilized under this revenue center. Revenue Center 3 consists of Management and Operations, or implementation projects, which are supported through non-formula implementation funds. These projects are funded primarily through CMAQ and STP-MM funds, as well as various local government funding. Revenue Center 4 consists of local air quality and sustainable development implementation and planning projects funded with RTC Local funds. Revenue Center 5 consists of projects to be implemented with Regional Toll Revenue funding (e.g., proceeds from S.H. 121 up-front payment). Revenue Center 6 consists of non-formula implementation activities outlined in Chapter VII, Strategic Regional Initiatives, for which funding will be pursued from various

sources such as partnerships with transportation providers, as well as State and federal grant opportunities.

The Texas Department of Transportation has approved \$10 million for an MPO Revolver Fund through a partnership with the North Central Texas Council of Governments and the Regional Transportation Council (RTC). As part of the partnership, the RTC will allocate 100 million Transportation Development Credits for the benefit of projects identified by TxDOT. Federal programs administered by NCTCOG require that costs be incurred and paid prior to seeking reimbursements from TxDOT and/or the appropriate federal agency. The MPO Revolver fund will enable NCTCOG to cash flow the federal programs administered by NCTCOG.

The Unified Planning Work Program will be modified over the course of the fiscal year(s) as additional funds become available. Funding from each source is summarized by task in Exhibit VIII-3. FHWA and FTA funding is summarized under Transportation Planning Funds (TPF).

Activity Schedule

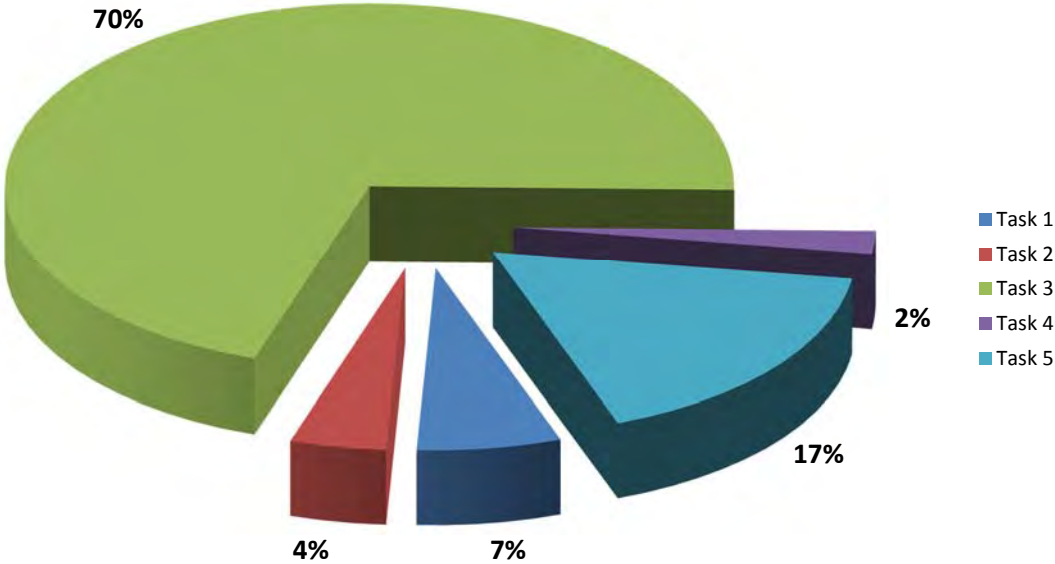
Work in the FY2016 and FY2017 Unified Planning Work Program will be ongoing and continuous throughout the two-year timeframe. Work Program tasks conducted for or in cooperation with local agencies are dependent upon their participation in the process and are scheduled accordingly. Some projects, such as preparing the Transportation Improvement Program, can be described as year-round activities when accounting for individual project revisions and their technical and local impact reviews. In addition, the performance of consultant studies for local transit operators and cities must be timed in accordance with locally determined priorities, which thus precludes setting a rigid advanced schedule.

Consequently, no specific schedule for work tasks has been provided in this Work Program. Instead, carryover work not completed from the FY2014 and FY2015 Work Program will be completed first, and new work will be started as soon as possible in accordance with local agency needs at the time. Task initiation will also depend on special needs or interests and resources available. Care will be exercised to start tasks of longer duration or those requiring significant lead time or down time as early in the two-year timeframe as possible in order to improve the chances of their being completed by the end of September 2017.

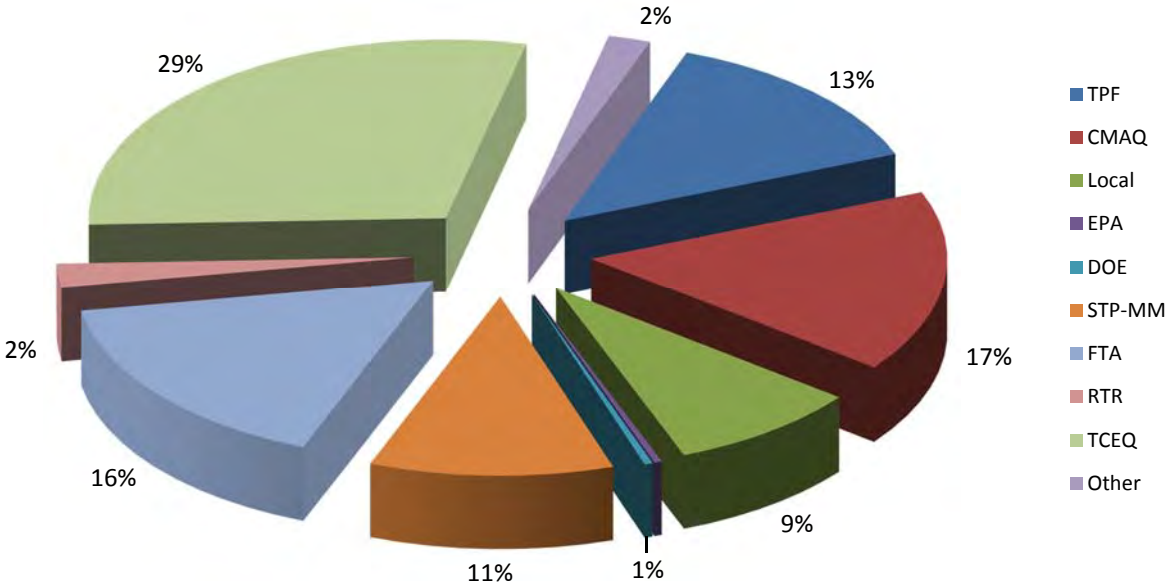
**EXHIBIT VIII-3
FY2016 AND FY2017 UPWP FUNDING SUMMARY**

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	1897000	44.22.00	44.24.00 44.25.00	44.23.01	44.23.02 44.24.00 44.22.00 44.27.00	
	4151000					
TPF	\$7,072,000	\$3,333,000	\$4,133,000	\$2,194,000	\$3,503,000	\$20,235,000
CMAQ	\$543,000	\$0	\$17,438,000	\$0	\$7,149,000	\$25,130,000
DOD	\$0	\$0	\$0	\$0	\$455,000	\$455,000
DOE	\$0	\$0	\$569,000	\$0	\$0	\$569,000
EPA	\$0	\$0	\$523,000	\$0	\$0	\$523,000
FAA	\$0	\$0	\$0	\$0	\$195,000	\$195,000
FHWA	\$0	\$96,000	\$0	\$94,000	\$712,000	\$902,000
FTA	\$0	\$239,000	\$24,558,000	\$0	\$0	\$24,797,000
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$612,000	\$239,000	\$9,573,000	\$94,000	\$2,697,000	\$13,215,000
NCTCOG Local	\$130,000	\$0	\$0	\$0	\$0	\$130,000
NTTA	\$0	\$0	\$0	\$0	\$41,000	\$41,000
RTR	\$0	\$0	\$1,803,000	\$726,500	\$751,000	\$3,280,500
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STP-MM	\$1,337,500	\$2,559,000	\$3,344,000	\$0	\$9,489,000	\$16,729,500
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$44,285,000	\$0	\$0	\$44,285,000
TxDOT	\$0	\$0	\$265,000	\$0	\$934,000	\$1,199,000
Subtotal	\$9,694,500	\$6,466,000	\$106,491,000	\$3,108,500	\$25,926,000	\$151,686,000

Summary of Funding by Task



Summary of Total Funding



IX. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area

In addition to the work outlined in this Unified Planning Work Program (UPWP), other transportation and air quality planning activities will be conducted by various transportation planning and implementation agencies. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) metropolitan planning guidelines for preparation of the UPWP called upon Metropolitan Planning Organizations (MPOs) to include in the UPWP a detailed description of transportation and transportation-related planning activities anticipated within the metropolitan area during the period covered by the UPWP, regardless of funding sources. The current legislation, Moving Ahead for Progress in the 21st Century (MAP-21) continues this policy. Local governments and transportation agencies throughout the metropolitan area were asked to submit a summary of these anticipated activities. The following information summarizes the efforts that were submitted to the North Central Texas Council of Governments (NCTCOG) for inclusion in this document.

Denton County Transportation Authority

In April 2015, DCTA began a Comprehensive Service Analysis in effort to update the agency's Long Range Service Plan. The update will employ demand modeling, ridership projections, financial modeling and technical analysis addressing the following planning project elements: fixed-route bus service, regional express bus service, future rail service, and transit oriented development.

West Tarrant Transportation Initiative

The Tarrant County Commissioners Court continues to pursue a collaborative effort with its local municipalities to identify strategic transportation corridors that will provide mobility solutions over

the next 15-20 years. In response to recent population forecasts, this effort will focus on connectivity and capacity improvements necessary to ensure efficient access for commuters throughout the western areas of Tarrant County, as well as from surrounding counties. As the collaborative element of this initiative reaches completion, the Metropolitan Planning Organization may be requested to provide subarea modeling and alternatives analysis to assist with project prioritization.

APPENDIX A

POLICY AND TECHNICAL COMMITTEE MEMBERSHIP

REGIONAL TRANSPORTATION COUNCIL

Mark Riley, Chair
County Judge
Parker County

Ron Jensen, Vice Chair
Mayor
City of Grand Prairie

Rob Franke, P.E., Secretary
Mayor
City of Cedar Hill

Monica R. Alonzo
Mayor Pro Tem
City of Dallas

Douglas Athas
Mayor
City of Garland

Brian Barth, P.E.
District Engineer
Texas Department of
Transportation, Fort Worth District

Carol Bush
County Judge
Ellis County

Mike Cantrell
Commissioner
Dallas County

Sheri Capehart
Councilmember
City of Arlington

Rudy Durham
Mayor
City of Lewisville

Andy Eads
Commissioner
Denton County

Charles Emery
Board Chair
Denton County Transportation
Authority

Mark Enoch
Board Member
Dallas Area Rapid Transit

Gary Fickes
Commissioner
Tarrant County

Sandy Greyson
Councilmember
City of Dallas

Mojoy Haddad
Board Member
North Texas Tollway Authority

Roger Harmon
County Judge
Johnson County

Clay Lewis Jenkins
County Judge
Dallas County

Jungus Jordan
Councilmember
City of Fort Worth

Lee Kleinman
Councilmember
City of Dallas

Stephen Lindsey
Councilmember
City of Mansfield

Brian Loughmiller
Mayor
City of McKinney

David Magness
Commissioner
Rockwall County

Scott Mahaffey
Board Chair
Fort Worth Transportation
Authority

Matthew Marchant
Mayor
City of Carrollton

Maher Maso
Mayor
City of Frisco

Cary Moon
Councilmember
City of Fort Worth

Stan Pickett
Mayor
City of Mesquite

Kevin Roden
Councilmember
City of Denton

Amir Rupani
Citizen Representative
City of Dallas

Kelly Selman, P.E.
District Engineer
Texas Department of
Transportation, Dallas District

Lissa Smith
Mayor Pro Tem
City of Plano

Mike Taylor
Mayor Pro Tem
City of Colleyville

Stephen Terrell
Mayor
City of Allen

T. Oscar Trevino Jr., P.E.
Mayor
City of North Richland Hills

William Velasco, II
Citizen Representative
City of Dallas

Oscar Ward
Councilmember
City of Irving

Bernice J. Washington
Board Member
Dallas/Fort Worth International Airport

Duncan Webb
Commissioner
Collin County

B. Glen Whitley
County Judge
Tarrant County

Kathryn Wilemon
Mayor Pro Tem
City of Arlington

Erik Wilson
Deputy Mayor Pro Tem
City of Dallas

Zim Zimmerman
Councilmember
City of Fort Worth

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Jim O'Connor, Chair
City of Irving

Loyl Bussell, Vice Chair
TxDOT, Fort Worth

Todd Plesko, Secretary
Dallas Area Rapid Transit

Antoinette Bacchus
Dallas County

Bryan Beck
City of Fort Worth

Kristina Brevard
Denton County Transportation
Authority

Keith Brooks
City of Arlington

John Brunk
City of Dallas

Mohammed "Mo" Bur
TxDOT, Dallas

Chris Burkett
City of Mansfield

Jack Carr
City of Plano

Dave Carter
City of Richardson

John Cordary, Jr.
TxDOT, Fort Worth

Hal Cranor
City of Euless

Clarence Daugherty
Collin County

Chad Davis
Wise County

Greg Dickens
City of Hurst

Sherrelle Diggs
City of Rowlett

Massoud Ebrahim
City of Greenville

Chad Edwards
Dallas Area Rapid Transit

Claud Elsom
Rockwall County

Holly Ferguson
TCEQ

Keith Fisher
City of Keller

Eric Fladager
City of Fort Worth

Chris Flanigan
City of Allen

Gary Graham
City of McKinney

Tom Hammons
City of Carrollton

Curvie Hawkins
Fort Worth Transportation
Authority

Chris Holsted
City of Wylie

Thomas Hoover
City of Bedford

Matthew Hotelling
Town of Flower Mound

Kirk Houser
City of Dallas

Terry Hughes
City of Weatherford

Jeremy Hutt
City of Colleyville

Paul Iwuchukwu
City of Arlington

Tim James
City of Mesquite

David Jodray
City of Fort Worth

Kelly Johnson
North Texas Tollway
Authority

Tom Johnson
City of DeSoto

Sholeh Karimi
City of Grand Prairie

Chiamin Korngiebel
City of Dallas

Richard Larkins
City of Grapevine

Paul Luedtke
City of Garland

Stanford Lynch
Hunt County

Rick Mackey
TxDOT, Paris

Srini Mandayam
City of Mesquite

George Marshall
City of Coppell

Clyde Melick
City of Waxahachie

Laura Melton
City of Burleson

Brian Moen
City of Frisco

Cesar Molina, Jr.
City of Carrollton

Lloyd Neal
City of Plano

Mark Nelson
City of Denton

Kevin Overton
City of Dallas

Dipak Patel
City of Lancaster

John Polster
Denton County

Lisa Pyles
Town of Addison

William Riley
Tarrant County

Greg Royster
Dallas/Fort Worth
International Airport

Moosa Saghian
Kaufman County

David Salmon
City of Lewisville

Elias Sassoon
City of Cedar Hill

Gordon Scruggs
City of The Colony

Lori Shelton
North Texas Tollway
Authority

Walter Shumac, III
City of Grand Prairie

Randy Skinner
Tarrant County

Angela Smith
Fort Worth Transportation
Authority

Caleb Thornhill
City of Plano

Mark Titus
City of Richardson

Jonathan Toffer
Dallas County

Timothy Tumulty
City of Rockwall

Gregory Van Nieuwenhuize
City of Haltom City

Daniel Vedral
City of Irving

Caroline Waggoner
North Richland Hills

Jared White
City of Dallas

Bill Wimberley
Hood County

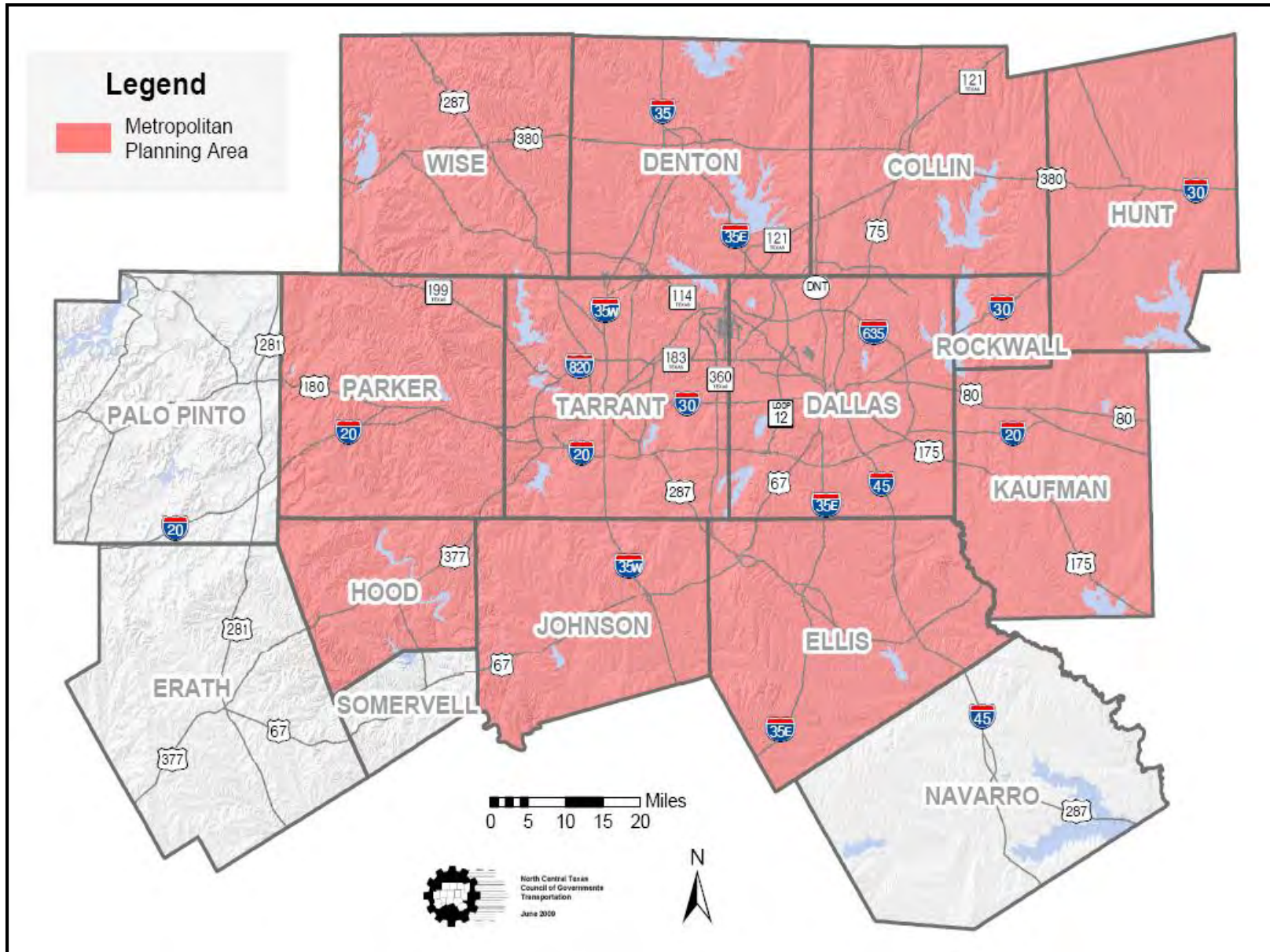
Alicia Winkelblech
City of Arlington

Mykol Woodruff
TxDOT, Dallas

APPENDIX B

METROPOLITAN PLANNING AREA BOUNDARY MAP

DALLAS-FORT WORTH METROPOLITAN PLANNING AREA



APPENDIX C

DEBARMENT CERTIFICATION

(Signature to be provided with final document.)

**DEBARMENT CERTIFICATION
(Negotiated Contracts)**

- (1) The **North Central Texas Council of Governments** as **CONTRACTOR** certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

*federal, state or local

Signature

Executive Director

Title

Date

APPENDIX D

LOBBYING CERTIFICATION

(Signature to be provided with final document.)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his or her knowledge and belief, that:

(1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Signature

Executive Director

Title

North Central Texas Council of Governments

Agency

Date

APPENDIX E

CERTIFICATION OF COMPLIANCE

(Signature to be provided with final document.)

Certification of Compliance

I, R. Mike Eastland, Executive Director,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of the North Central Texas Council of Governments,
(MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local Governments," as it may be revised or superseded.

Date

Signature

Attest:

Name

Director of Transportation

Title

APPENDIX F

ETHICS AND COMPLIANCE CERTIFICATION

(Signature to be provided with final document.)

Certification of Internal Ethics and Compliance Program

I, R. Mike Eastland, Executive Director,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of:

the North Central Texas Council of Governments,
(MPO)

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39. "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.

Date

Signature

Attest:

Name

Director of Transportation
Title

APPENDIX G

**THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS'
TRANSPORTATION PUBLIC INVOLVEMENT PROCESS**

Engaging Diverse Audiences in Planning for Transportation and Improving Air Quality

Public Participation Plan

February 2015

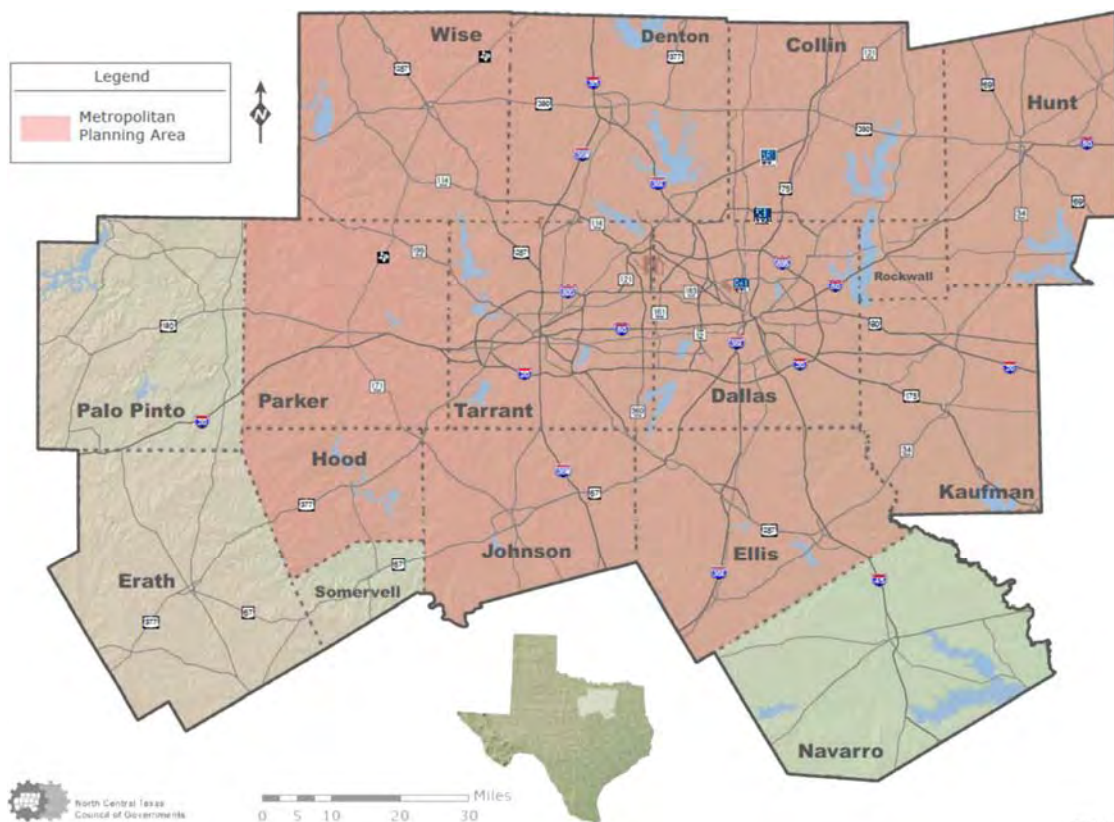


Metropolitan Planning Organization for the Dallas-Fort Worth Area

1. About the Metropolitan Planning Organization (MPO)

North Central Texas Council of Governments Transportation Department and Regional Transportation Council

As the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This is the area expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. About 6.8 million people live in the region today, and that is expected to increase to nearly 10 million by 2035. NCTCOG works with its transportation partners and all levels of government as well as the public to ensure traffic safety and congestion are addressed and choices such as passenger rail and bicycle-pedestrian facilities are part of the multimodal transportation system.



The Regional Transportation Council (RTC), the independent policy body of the MPO, oversees the work of the MPO, establishes priorities and guides the development of multimodal transportation plans, programs and partnerships. The RTC consists primarily of local elected officials and representatives from the area's transportation providers, and the RTC determines how to allocate federal, state and regional funds to transportation improvements. Committees and advisory groups lend expertise and develop recommendations for the RTC to consider.

2. Collaboratively Developing Solutions

Communication, Coordination Enhance Transportation Plans

Defining the future of transportation is a collaborative process, and the MPO works with many different individuals and groups to identify the transportation needs and solutions to preserve the quality of life in the region and ensure people and goods can travel safely, efficiently and reliably in the region today and in the future. Additionally, in the Dallas-Fort Worth area, the MPO must ensure transportation plans are consistent with federal goals to improve air quality because 10 Dallas-Fort Worth area counties do not meet the ozone standard set by the Environmental Protection Agency. The MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, it is important to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities. This Public Participation Plan outlines the responsibilities as well as the goals and strategies for engaging the broadest and most diverse audiences possible.

Public Involvement Goals

NCTCOG will continue to adhere to federal requirements for public involvement, in addition to finding new ways of engaging the public in the transportation planning and programming process. The laws and legislation relevant to public participation and how NCTCOG responds to each are outlined in Appendix A.

To engage diverse audiences in planning for transportation and improving air quality, an integrated communications and outreach plan must be implemented. Making content relevant, removing barriers to participation and stating information simply and visually will facilitate understanding and meaningful input. NCTCOG not only seeks to inform and educate but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, which provides the support for whatever transportation decisions are made. Finally, monitoring, evaluating and refining communications and outreach strategies will ensure NCTCOG's efforts to inform and gather input are inclusive and effective. Public involvement goals and the strategic priorities to accomplish each are outlined below.

Inform and Educate

- Increase awareness and understanding of the MPO among North Texans.
- Connect with organizations and community leaders who can help reach more people and engage those individuals in the planning process.
- Make information accessible and understandable.
- Provide timely public notice of information resources and opportunities to comment on plans, policies and programs.
- Develop visuals to illustrate and enhance communications.
- Ensure transparency as Regional Transportation Council and the standing technical, policy and strategic committee meetings are all open meetings that anyone can attend.
- Provide language translation and alternate formats as requested.

Engage Diverse Audiences and Encourage Continued Participation

- Identify the affected public and other stakeholder groups with respect to the plans, programs, projects, policies and partnerships under development.
- Encourage input to be submitted in numerous ways, including those that are flexible, creative and innovative.
- Clearly define purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships.
- Eliminate barriers to participation by allowing 24/7 access to information and comment opportunities and hosting public meetings at accessible locations and convenient times but complemented by a video recording that can be viewed as individual schedules permit.
- Document and respond, as needed, to comments received, whether at a public meeting, an outreach event or received by mail, e-mail, website or social media.
- Share public input with technical and policy committees.
- Use input to develop policies, plans and programs, making the final versions easily accessible.

Evaluate Public Participation Strategies

- Incorporate more surveys at events and online.
- Review quantitative and qualitative data for outreach and communications efforts.
- Review how public input influenced transportation decision-making.

Diversity and Inclusiveness

It is a priority to increase the number and diversity of participants.

Consistent with federal requirements outlined in Appendix A, NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into its Public Participation Plan. During the public participation process, populations that have been traditionally underserved by existing transportation systems, including but not limited to low-income and minority households, are sought out and their needs considered.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify areas having considerable numbers of protected populations, and this can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts.

A Language Assistance Plan (LAP) (Appendix B) outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outlines the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

Through building new relationships with organizations and communities that serve groups traditionally under represented, NCTCOG will reach far more individuals. Other opportunities to potentially increase the number and diversity of people reached and engaged include, but will not be limited to:

- Media outreach – traditional and non-traditional. Research newspapers and blogs serving areas with considerable numbers of protected populations.
- Paid advertising. Identify opportunities to place paid advertisements in strategically selected media and organization publications to encourage individuals to sign up to be involved in determining transportation plans for the region.
- Language translation.
- Community liaisons. Establish and facilitate a network of community liaisons who can share information and opportunities with those whom they interact with on a regular basis.
- Business outreach. Beginning with focus group-type meetings with chambers of commerce, staff will evaluate how to enhance outreach to the business community. Chambers of commerce, including minority chambers, are included in the public involvement contact list. Staff, however, will consult with chamber and business leaders to identify other opportunities to inform and involve businesses and employees.
- Non-profit coordination. Identify and develop opportunities to coordinate with non-profit organizations already effectively reaching segments of the North Texas population.

Audiences and Stakeholders

Collaboration and communication help develop the consensus needed for transportation plans, policies and projects that accomplish the mobility, quality of life and air quality goals of the region. NCTCOG strongly encourages involvement and input from individuals and groups who reside, have interest or do business in the North Texas area and may be affected by transportation and air quality decisions. Individuals especially connected to others, either formally or informally, are important to enhancing communications and outreach, as they can share information, resources and opportunities for public input. Further developing these connections will expand the reach of NCTCOG information and involve more people in transportation decision-making.

Groups and Individuals to Inform, Involve

- Affected public agencies
- Affordable housing groups
- Airport operators
- City/county staff
- Commercial property interests
- Community groups (economic development organizations, neighborhood associations, chambers of commerce and business organizations, bicycle groups, community organizations)
- Community leaders
- Commuters
- Elected officials

- Environmental groups
- Federal and state wildlife, land management and regulatory agencies
- Freight industry (freight shippers, providers of freight transportation services)
- Higher education faculty, staff and students
- Individuals
- Landowners
- Limited English proficient persons
- Local and state emergency response agencies
- Low-income populations
- Media
- Minority populations
- Non-profit organizations
- Organizations focused on aging
- Organizations serving rural area residents
- Organizations serving veterans
- Private providers of transportation
- Professional organizations
- Public health organizations
- Public transit operators
- Public transit users
- Real estate professionals
- Representatives of agencies and organizations serving individuals with disabilities
- Representatives of public transportation employees
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- School district representatives
- Seniors
- Social service organizations
- State and local agencies responsible for growth and economic development
- Transportation advocates
- Transportation partners
- Tribal Governments
- Women's organizations
- Youth

Committees

Standing and ad hoc committees, subcommittees, task forces and working groups provide valuable input, insight and coordination on planning for transportation and air quality issues in the region. The Regional Transportation Council (RTC) is the forum for cooperative decision-making by primarily elected officials of local governments in the Metropolitan Planning Area. The Regional Transportation Council meets regularly on the second Thursday of each month.

The Surface Transportation Technical Committee provides technical review and advice to the Regional Transportation Council with regard to the surface transportation system. Other technical committees, determined by the NCTCOG Transportation Director, as needed, shall provide technical review and advice for the regional transportation planning process.

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. For more on the committees, past and upcoming meetings and other information, visit www.nctcog.org/trans/committees.

3. Specific Opportunities for Involvement, Outcomes

Early and Continuous Public Engagement Complements Focused Efforts for Outcomes, Milestones

NCTCOG strives to continuously inform and involve the public. North Texans are encouraged to submit comments and questions at anytime. However, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seek to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, business and community groups, non-profits, stakeholders and interested residents who all have a stake in the outcomes have opportunities to be involved in determining the future of transportation in the region. As such, the level of outreach and opportunities for input correlate to the significance of the transportation planning outcomes and milestones.

Consideration of and Response to Public Comments

NCTCOG compiles, summarizes and responds to (as appropriate), substantive comments submitted on plans, programs and policies. Public input provides NCTCOG and the RTC with community insight that can be balanced with professional expertise and technical analysis to reach an informed decision. In the event that more than one public meeting is scheduled, the public comment period begins the day of the first meeting. When a specific comment period is stated, comments must be received by 11:59 pm CST on the date specified as the deadline.

With an increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

Additional Comment Opportunities for Changes to Final Plans

If any of the final plans or programs differ significantly from the draft that was made available for public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be made available. At the minimum, the format of the additional comment opportunity will be the same as the initial opportunity and have a minimum 14-day comment period, unless provisions for an expedited comment period apply as outlined above. In the case of public meetings, the number and location of the subsequent public meeting(s) may vary, but at a minimum one public meeting will be held at NCTCOG, and a video recording of that meeting will be posted online.

Minor changes or changes that could have reasonably been foreseen can be made without further opportunities for public involvement. This is consistent with CFR § 450.316 (a)(1)(viii) included in Appendix A.

Inclement Weather and Public Comment Periods

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancelation of one or more public meetings,

NCTCOG will first notify the public of the cancelation through e-mail, web page updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at www.nctcog.org/input, the deadline for public comments will remain as if weather was not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period. If action initiating a public comment period, such as posting information to www.nctcog.org/input for review, is delayed by inclement weather, staff will communicate by e-mail and social media the delay and again when the information becomes available. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather was not a factor.

Public Participation Plan Development and Updates

The Public Participation Plan describes the public involvement responsibilities of the MPO and outlines goals and strategies for engaging the broadest and most diverse audiences possible in the transportation planning process. Staff monitor and evaluate communication and outreach strategies and review federal legislation and guidance for public participation. As communications trends and transportation planning requirements change, staff will determine the level and timing of changes needed to the Public Participation Plan. Staff will align input opportunities with the extensiveness of proposed changes.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development or update of the Public Participation Plan	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	45 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Update to one or more Public Participation Plan appendix or legislative reference in the document	Proposed changes posted online for public review and comment at www.nctcog.org/input	45 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications
Typographic or grammatical correction	None, changes not substantive	Not applicable	Not applicable

Unified Planning Work Program (UPWP)

The Unified Planning Work Program for Regional Transportation Planning provides a summary of the transportation and related air quality planning tasks conducted by the MPO. It is developed every two years and serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. Included in the UPWP are detailed descriptions of the transportation and air quality planning tasks with a summary of the amount and source of funds to be used. The UPWP is developed in cooperation with the Texas Department of Transportation, transportation authorities, toll authorities and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies. This information is combined with regional needs identified by NCTCOG, and after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years. The UPWP is modified periodically to reflect new initiatives, project modifications and funding adjustments.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the UPWP	One public meeting that is also video recorded and available online with materials to outline recommendations.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Modifications	Video summary and recommendations posted online for public review and comment at www.nctcog.org/input	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • Social media • Newspaper ad, including minority publications

Metropolitan Transportation Plan

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the Metropolitan Transportation Plan. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation in the region. As such, numerous outreach and communications strategies are implemented to engage a diverse audience in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, e-mail and mail notices, presentations to community groups and public meetings for both the development of the Metropolitan Transportation Plan and review of its final recommendations prior to Regional Transportation Council approval consideration. Public comments on the Metropolitan Transportation Plan will be included in the documentation of the plan or by reference to the Transportation Conformity documentation.

Changes to the Metropolitan Transportation Plan are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

The most comprehensive set of changes, an update, is a complete review of the Metropolitan Transportation Plan that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update.

An amendment incorporates a significant change to one or more projects included in the Metropolitan Transportation Plan, but it does not modify the demographic assumptions or overall timeframe for a plan. The addition or deletion of a project is completed through the amendment process. Other examples of changes to projects that would require an amendment include, a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope, e.g., changing project termini or the number of through traffic lanes. An amendment requires public review and comment and redemonstration of fiscal constraint. Changes to projects that are included only for illustrative purposes outside of the financially constrained section of the plan do not require an amendment.

It should be noted that the purpose of the public comment and review period in all cases is to solicit feedback on the recommendations and information documented in the Metropolitan Transportation Plan. As a result, it is sometimes necessary to make minor modifications to the Metropolitan Transportation Plan documentation and coded transportation model networks. These modifications may include updating existing project data, correcting erroneous information, or clarifying text. In the event that these types of changes are necessary during the public comment and review period, revised documentation will be posted online at www.nctcog.org/input and the associated Metropolitan Transportation Plan website. Notification of these revisions will be provided to the public involvement contact list and through social media.

Administrative modifications are minor changes to project/project phase costs, funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative revision is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination. This could also include project clarifications or technical network coding/reporting corrections consistent with NCTCOG review, public comments and conformity partner comments.

Finally, changes to the section of non-regionally significant projects in the Metropolitan Transportation Plan may be incorporated through the Transportation Improvement Program modification process to ensure consistency between the two documents.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Metropolitan Transportation Plan	A series of public meetings shall be held at least 60 days prior to requesting RTC approval. A second series of public meetings will be held at least 30 days prior to RTC approval. Meetings will be throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days following each meeting	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Metropolitan Transportation Plan Update	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

Metropolitan Transportation Plan, continued

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Metropolitan Transportation Plan Amendment	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Metropolitan Transportation Plan administrative revisions	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	<ul style="list-style-type: none"> • Availability of information included on next notice for a public input opportunity

Transportation Improvement Program

As projects listed in the Metropolitan Transportation Plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive, multi-year list of funded transportation projects. The TIP lists projects with committed funds from federal, state and local sources. To maintain an accurate project listing, this document is updated on a regular basis, according to the Transportation Improvement Program Modification Policy in Appendix C. The modification policy defines types of TIP modifications and the related procedures. Every two to three years, NCTCOG, in cooperation with the Texas Department of Transportation, local governments and transportation agencies, develops a new TIP. Public comments on the TIP will be included in the documentation of the TIP or by reference to the Transportation Conformity documentation. With an increased focus on expediting project implementation and funding allocation, there may be very rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Transportation Improvement Program	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
TIP Revisions requiring Regional Transportation Council approval	Recommendations posted online for public review and comment at www.nctcog.org/input	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
TIP Administrative Amendments and modifications supporting previous RTC action	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	<ul style="list-style-type: none"> • Availability of information included on next notice for a public input opportunity
Project changes not requiring TIP modification	Not applicable	Not applicable	Not applicable

Transportation Conformity

The region's long- and short-range transportation plans, the Metropolitan Transportation Plan and Transportation Improvement Program, must comply with federal air quality regulations because the Dallas-Fort Worth area is designated by the EPA as nonattainment for the pollutant ozone. The Transportation Conformity analysis documents that the total ozone-causing pollution expected from all of the region's planned transportation projects are within limits established in the State Implementation Plan. The analysis incorporates, among many factors, the expected completion date of transportation projects. The draft conformity determination of the Metropolitan Transportation Plan and Transportation Improvement Program and supporting documentation shall be made available at the related public meetings.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Transportation Conformity draft related to changes to the transportation system	One or more public meetings at least 30 days prior to RTC approval.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

Transportation Conformity, continued

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity draft related to changes in the emission budget of the State Implementation Plan and/or nonattainment area boundary changes	Draft conformity determination and supporting data posted online for public review and comment at www.nctcog.org/input	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Transportation Conformity approval by federal partners	None, final approval available at www.nctcog.org/conformity	Not applicable	<ul style="list-style-type: none"> • News release announcing federal approval

Federal Transit Administration Funding

Local public transportation providers receive Federal Transit Administration (FTA) funds through the Urbanized Area Formula Program. The providers request Urbanized Area Formula Program funds, including Job Access / Reverse Commute (JA/RC) projects, through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to two percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for Job Access / Reverse Commute projects. NCTCOG follows the same public involvement procedures when recommending the award of funds through a Call for Projects. Local public transportation providers may also receive funds from other FTA formula programs, and the public will have an opportunity to review and comment on the recommendations. Whenever possible, draft POPs and other funding recommendations will be combined with a discussion about regional public transportation needs and priorities to garner interest and provide for a more comprehensive discussion. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Funding recommendations for other Federal Transit Administration formula programs, e.g., Bus and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities and State of Good Repair	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

Annual Listing of Obligated Projects

Federal regulations require NCTCOG to develop an annual listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year. NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles the information and publishes the annual listing of projects at www.nctcog.org/annual.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Publishing of Annual Listing of Obligated Projects	Review only at www.nctcog.org/annual	Not applicable	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media

Congestion Management Process

The Congestion Management Process outlines lower-cost projects and programs for the effective management of transportation facilities and systems, maximizing the benefit of available resources and improving reliability of the system. A transportation system as large as Dallas-Fort Worth's needs more than just capital improvements to run smoothly. The CMP includes quick-to-implement, low-cost strategies to better operate the system and manage travel-demand. These strategies complement costly infrastructure improvements. This plan is required of metropolitan areas with populations exceeding 200,000 people, and it is updated periodically.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Congestion Management Process	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

Environmental Studies

Whenever NCTCOG is involved in the development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies; and when applicable, the Texas Department of Transportation Environmental Manual, will be met. During this process, NCTCOG will continuously coordinate with the implementing agency.

Additionally, as the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours. The comment period is determined by the agency publishing the document.

4. Integrated, Comprehensive Outreach and Communications

Expanding Opportunities to Learn about, Provide Input on Plans

By offering information in a variety of formats, NCTCOG is able to include far more people in the planning process than relying on a limited number of strategies and opportunities. Efforts to inform and gather input from the public include, but are not limited to, the following strategies.

Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

Websites and Technology

Advances in technology have made it easier for the public to participate in the planning process on their own free time using a computer or mobile device. An increase in ownership of smart phones is narrowing the digital divide and presents additional opportunities to engage users.

The Internet is a dynamic tool that allows NCTCOG to reach a large cross section of people at times conducive to their schedules. People have access to web-based information 24 hours a day, seven days a week. Websites, e-mail lists, online video, webinars and social media can all be used to inform, educate and start dialogues about transportation planning.

NCTCOG maintains a website, www.nctcog.org/trans, that provides easy access to information about the plans, programs and policies of the MPO. The website includes a calendar of events, committee activities and actions, requests for proposals and requests for qualifications and electronic versions of plans, reports, policies and program information. The site includes a search feature that allows users to find specific documents or other information using key words.

When information is released for public review and comment, it will be available at www.nctcog.org/input, which will be included on all communications announcing the public review and comment opportunity.

This site includes a Public Involvement web page, www.nctcog.org/trans/outreach/involve, to provide the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. A printable public notification form for mailing or an online version that can be used via e-mail is available.

Interested parties may also directly access all Transportation Department staff members via e-mail, phone, fax or postal mail.

Finally, website visitors can easily subscribe to receive information from NCTCOG and submit comments and questions. Public information staff can make available to the public items on the website if a person does not have Internet access.

Social Media

The NCTCOG Transportation Department maintains a social media presence to inform North Texans about programs, projects, policies and opportunities for them to give input and be involved in the decision-making process. This includes the use of Facebook, Twitter, Instagram, Vimeo and YouTube. Additional types of social media may be added in the future. NCTCOG staff will post information on the department accounts and monitor and respond to questions and concerns as warranted. Additionally, staff occasionally submit suggested social media content to cities, chambers of commerce and other organizations for inclusion in their communications.

Video

One of several visualization techniques, video is used to increase understanding of complex transportation plans, policies and programs. Video recordings of public meetings and Regional Transportation Council meetings are posted online at www.nctcog.org/video. Video recordings of selected other meetings and workshops are also available. Additionally, short, informational videos are posted at www.youtube.com/NCTCOGtrans and www.vimeo.com/NCTCOGtrans. As needed, video will complement materials available for public review and comment at www.nctcog.org/input. Depending on the length of the video, not only will it be online at www.nctcog.org/input, but it will also be available at www.nctcog.org/video or www.youtube.com/NCTCOGtrans.

Public Meetings, Workshops, Conferences, Forums and Other Events

For large, complex or extensive transportation planning efforts, public meetings, workshops, roundtables, conferences, forums and other events allow for in-depth discussion. Typically, these events are reserved for development of plans, programs and policies and significant changes to those as well as more project or study area specific discussions.

As needed, NCTCOG Transportation Department will host these events to gather input and build consensus among various transportation stakeholders. To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also reflect Environmental Justice considerations.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, the meeting(s) will be held in corridor(s) directly affected by the project.
- The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Upon request, language translation, including sign and foreign language interpreters and handouts in large print

or Braille, will be available. Additionally, staff will make every effort to accommodate requests from persons with disabilities. A minimum of three days advance notice is required for these arrangements to be provided. Public meeting notices will provide the telephone number and e-mail address to request special arrangements.

- At a minimum, the meeting will be audio taped. Video recording, however, is increasingly offered.

NCTCOG Transportation Department will, on occasion, provide other informational items at public meetings. Any additional information or materials may be requested at public meetings and NCTCOG can assure that information is mailed to citizens upon their request.

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Translated notices are sent to non-English newspapers. All public meetings are posted on the Texas Register website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and e-mailed to individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinate with public information officers of the cities in which meetings are scheduled, to request assistance in posting information, often on the city cable television channel, websites and social media accounts.

Print and Digital Publications

The NCTCOG Transportation Department develops publications designed to educate the public on transportation issues and encourage their active involvement. Many of the publications are sent to the public involvement contact list and made available at public meetings, community events and Regional Transportation Council and subcommittee meetings. All are available on the NCTCOG website or by contacting NCTCOG at transinfo@nctcog.org or 817-695-9240. Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages. Publications include, but are not limited to:

- *Citizen Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area*
- Educational pieces, such as topic-specific *Fact Sheets* and the annual report
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan Transportation Plan Executive Summary
- *Mobility Matters* (a newsletter mailed and e-mailed to the public involvement list)
- Notices of public meetings, opportunities for public review and comment, workshops and open house events

Various planning documents and other publications are available upon request. Most can also be viewed via the NCTCOG website. These documents include, but are not limited to:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Transportation Conformity Analysis
- Technical Report Series
- Unified Planning Work Program

Environmental documents received by the Metropolitan Planning Organization are also available to the public. As the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours.

Finally, staff occasionally submit suggested article content to cities, chambers of commerce and other organizations for inclusion in their communications.

Stakeholder Interviews

Meeting with regional transportation stakeholders, such as community and business leaders, non-profit organization representatives and other individuals help staff understand local communities and how to best share relevant information and engage more and increasingly diverse groups of people in the transportation planning process.

Speakers Bureau

Staff often present to organizations and groups such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, businesses and non-profits, among others. To schedule a speaker or for more information, e-mail transinfo@nctcog.org or call 817-695-9240.

Media Relations

Proactive media outreach efforts include distributing news releases on major projects and programs and opportunities for public input to more than 240 reporters at local media outlets and community news sources, including minority news media. The extensive media list includes all major television stations and newspapers as well as radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors and providing timely and accurate information. Staff participate in interviews with local and national print, radio and television media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area citizens regarding transportation issues.

Surveys and Keypad Polling

The NCTCOG Transportation Department may conduct surveys to determine public awareness and/or sentiment with regard to certain planning issues. Surveys may be relatively small endeavors designed to shed light on one or two issues, or may be large-scale planning endeavors. They may be in print and/or electronic versions.

Similar to a survey, keypad polling is another opportunity to gather input on community preferences and priorities. Polling questions can be integrated in a presentation and attendees respond with keypads provided by NCTCOG. Results can be immediately shown in the presentation or captured and reviewed later.

Visualization

Maps, charts, diagrams, illustrations, photographs, infographics, video and the use of color are used to visualize ideas, concepts, plans, projects and programs. Visualization elements are integrated in presentations, publications and website content.

Advertising

Paid advertising is used to announce public meetings, opportunities for public review and comment and other initiatives. Moving Ahead for Progress in the 21st Century (MAP-21) and the U.S. Code of Federal Regulations emphasize the importance of public involvement, including public meetings and the opportunity for public comment, in the transportation planning process and require adequate notice be given to the public of these activities. As such, paid advertising complements other outreach and communications efforts. Ads are placed in select newspapers, including minority publications, to ensure regional coverage. Online advertising may be used to complement traditional print advertising.

Mail and E-mail

The public involvement mail and e-mail lists provide for the most direct forms of communication. Together, they represent a comprehensive way to reach member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including minority chambers), churches and individuals.

Individuals receive public meeting notices; information about public review and comment opportunities; announcements of workshops or open houses; educational brochures; newsletters; and other material suitable for mass mailings.

The lists are continually maintained and expanded based on requests from the NCTCOG Transportation Department web page (an online form is available for submission), returned mail and requests for additions and deletions from various sources and events.

Community Events

In an effort to educate the public and increase public awareness of transportation plans and programs, information is distributed at a variety of community events such as local government events, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, e-mail transinfo@nctcog.org or call 817-695-9240.

Telephone Town Halls

The NCTCOG Transportation Department will periodically host telephone town hall discussions. Announced through NCTCOG Transportation Department communications, interested individuals can sign up to participate. The format is similar to a radio show, except participants listen in from their phones. Staff provide information on a topic and callers can then ask questions or make comments. Callers can participate on either a landline or mobile phone and polling can be integrated in the discussion, as relevant. An audio recording is captured and posted online.

Connections and Shareable Content

Staff will seek to develop connections and partnerships with a wide range of outreach professionals, community groups, jurisdictions and agencies to extend the reach of messaging about transportation and air quality issues and opportunities for public input. Engagement of NCTCOG committee members and community leaders willing to share NCTCOG information will also help involve new audiences in the planning process.

5. Evaluation

The evaluation structure incorporates both quantitative and qualitative evaluation and aligns the results with desired outcomes for measuring the strategy. Ultimately, staff gain a better understanding of how time and resources devoted to strategies are having an impact on public involvement and the overall transportation planning process.

Strategy	Quantitative and Qualitative Evaluation	Desired Evaluation Outcomes
Website and Technology	<ul style="list-style-type: none"> • Website visits • Source of web traffic/referring websites • Time spent on web pages • Navigation on web pages • Search terms • Language • Browser/device • Geography 	<ul style="list-style-type: none"> • Identification of trends and changes for website usage over time. • Understanding of how other outreach and communications strategies may influence website use. • Prioritization of and increased accesibility to information and opportunities for input most important to the public.
Social Media	<ul style="list-style-type: none"> • Interactions and engagement • Audience • Content views • Geography 	<ul style="list-style-type: none"> • Broader distribution of information and public involvement opportunities through shareable content, interactions and engagement. • Increased feedback and public input.
Video	<ul style="list-style-type: none"> • Views • Average view duration/time spent • Geography (NCTCOG website only) • Information viewed (NCTCOG website only) • Engagement/likes (YouTube only) • Subscribers (YouTube only) 	<ul style="list-style-type: none"> • Access to meetings at anytime from anywhere. • Engaging, visual content to make complex transportation issues more understandable. • Elimination of time constraint and travel/geographic barriers.

Strategy	Quantitative and Qualitative Evaluation	Desired Evaluation Outcomes
Public Meetings, Community Workshops, Roundtables, Conferences, Forums and Other Events	<ul style="list-style-type: none"> • Number of events hosted • Attendance • Input received • Type of information distributed and shared • Geographic representation • Demographic information • Regional accessibility to event(s) or information (if applicable) • All events hosted at locations accessible to individuals with disabilities • Notification of how to request language translation or special accommodations at a public meeting • Communications strategies through which people learned about the event • Number of viewers of live or recorded video of the event • Communication strategies used to announce event 	<ul style="list-style-type: none"> • Planned opportunities for the public to interact directly with staff. • Meaningful opportunities for all individuals to learn about and provide input on plans, programs and policies. • Notification of events through a variety of strategies. • Live and recorded video online complement in-person events, making information more accessible.
Print and Digital Publications	<ul style="list-style-type: none"> • Quantity of publications distributed • Distribution plan, e.g., accessibility of information in print and online • Website analytics for digital publications • Variety of publication formats 	<ul style="list-style-type: none"> • Information is available in multiple formats and accessible to all communities. • Publication content encourages continued involvement in transportation planning. • Publications enhance understanding of plans, programs and policies.
Stakeholder Interviews	<ul style="list-style-type: none"> • Geographic representation • Variety of organizations/stakeholders interviewed • Opportunities for ongoing communication, engagement • Information learned to enhance communications, gather public input 	<ul style="list-style-type: none"> • Increased understanding of audiences, region. • Identification of new opportunities to educate and engage new audiences and/or connections for shareable content.

Strategy	Quantitative and Qualitative Evaluation	Desired Evaluation Outcomes
Speakers Bureau	<ul style="list-style-type: none"> • Number of presentation requests • Groups reached • Number of people reached • Materials distributed • Input received • Topics of presentations 	<ul style="list-style-type: none"> • Increased awareness of Transportation Department plans, programs and policies.
Media Relations	<ul style="list-style-type: none"> • Media coverage • Media requests • Number of news releases • Media contact list characteristics, e.g., number of reporters, types of news sources, regional diversity, inclusion of minority news sources 	<ul style="list-style-type: none"> • Proactive media relations and communication of Metropolitan Planning Organization news, policies, programs and opportunities for public involvement. • Understanding of local, regional, statewide and national media coverage of transportation and air quality stories relevant to the Dallas-Fort Worth area.
Surveys and Keypad Polling	<ul style="list-style-type: none"> • Response rate • Completeness of responses • Percent of respondents who would participate in a public involvement activity again 	<ul style="list-style-type: none"> • Feedback and public input. • Relevant, accessible and simple opportunities to gather feedback and public input. • Information about public understanding, awareness and priorities. • Results facilitate further discussion and inform decisions.
Visualization	<ul style="list-style-type: none"> • Visualization resources available to staff • Use of visualization in presentations and publications and on the website • Input received • Demonstrated or stated understanding of ideas, concepts, plans, projects or programs among intended audience 	<ul style="list-style-type: none"> • Improved understanding of ideas, concepts, plans, projects and programs. • Informed input. • Facilitates analysis of data.
Advertising	<ul style="list-style-type: none"> • Impressions/number of people potentially reached • Click throughs of online ads • Comments received noting advertising • Diversity of advertising placements, e.g. minority news sources 	<ul style="list-style-type: none"> • Broad regional distribution of opportunities for public input.

Strategy	Quantitative and Qualitative Evaluation	Desired Evaluation Outcomes
Mail and E-mail	<ul style="list-style-type: none"> • Number of contacts • Number of new contacts • Number of unsubscribes 	<ul style="list-style-type: none"> • All interested individuals, organizations and communities receive regular communication from the department.
Community Events	<ul style="list-style-type: none"> • Number of events attended • Location of events • Number of events held/attended that provided opportunities for strengthening relationships with environmental justice populations • Event attendance • Interactions 	<ul style="list-style-type: none"> • Opportunity for the public to interact directly with staff in an informal setting. • Makes information accessible where people are already gathering instead of requiring people seek it out. • Attending events throughout the region is important in the large planning area.
Telephone Town Halls	<ul style="list-style-type: none"> • Number of telephone town halls hosted • Number of registrants • Number of participants • Participation during telephone town hall • Input received • Topics of telephone town halls • Website analytics for registration page 	<ul style="list-style-type: none"> • Elimination of time constraint and travel/geographic barriers. • Planned opportunities for the public to interact directly with staff. • Meaningful opportunities for all individuals to learn about and provide input on plans, programs and policies.
Connections and Shareable Content	<ul style="list-style-type: none"> • Article and social media content sent to partners, local governments, community groups and other organizations • Content published by partners, local governments, community groups and other organizations • New audiences reached through established connections 	<ul style="list-style-type: none"> • Extended reach of messaging about transportation and air quality issues and opportunities for public input. • Sustained engagement of connections who influence/conduct outreach. • Communication in a format that facilitates sharing with others.

Overall Quantitative and Qualitative Evaluation

Ongoing evaluation of the overall public participation process will consider the following data, and the information will be used to establish priorities and refine efforts.

- Type and quantity of materials distributed
- Translation of materials
- Number of opportunities for specific public input
- Number of public comments
- How comments influence regional transportation plans
- Timely responses to public comments
- Communication about final plans, policies and programs following public input opportunities

Evaluation of Project-specific Outreach

Some or all of the strategies outlined in the Public Participation Plan may be used for project-specific outreach, and the corresponding evaluation criteria and outcomes apply. Additional outcomes, however, may also be established to complement measureable public involvement goals for public involvement specific to the project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect. How public involvement influences or changes the project will be communicated throughout the project and documented in final reports as applicable.

Public Participation Plan (February 2015)

Appendix A

Laws and Legislation Relevant to Public Participation

Federal Legislation and Executive Orders

Moving Ahead for Progress in the 21st Century (MAP-21)

MAP-21, the most recent federal transportation legislation, and the associated implementing regulations emphasize the importance of public involvement and contain specific language outlining requirements for public participation processes and procedures. In general, MAP-21 legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21 and SAFETEA-LU) and did not establish any new requirements.

Elements of the Public Participation Plan that specifically respond to requirements:

- Notices of public input opportunities, including public meetings, will be sent to newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses and chambers of commerce (including minority chambers). NCTCOG will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities as well as stakeholders outlined in federal requirements.
- Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG website, local media sources and open meetings.
- To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos and computer simulation in its public involvement activities.
- Reports, plans, publications, recent presentations and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via e-mail. Interested parties may subscribe to receive topic specific e-mail correspondence. Additional web-related communication tools are evaluated continuously for implementation.
- Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meeting materials and summaries are archived online and hard copies can be mailed upon request.
- Public meetings will be held during development of the Transportation Improvement Program, Metropolitan Transportation Plan and Unified Planning Work Program. There are also online public input opportunities. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be included in documentation of the TIP and the MTP or via reference to Transportation Conformity documentation.

- If the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be provided.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

23 CFR §450.316 Interested parties, participation, and consultation.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

Title VI of the Civil Rights Act of 1964: Nondiscrimination in Federally Assisted Programs

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outlines the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations

In response to Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, NCTCOG's policy reflects that no segment of the region should, because of race, economic makeup, age, sex, or disability, bear a disproportionate share of the adverse human health or environmental effects, including social and economic effects, of its programs, policies and activities or be denied equal access to environmental benefits. Other fundamental concepts of Environmental Justice included in NCTCOG's policy are to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in, or significant delay in receipt of benefits by minority and low-income populations.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify areas having considerable numbers of protected populations, and this can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts.

Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency

In 2000, President William J. Clinton signed Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency. The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

A Language Assistance Plan (LAP) (Appendix B) outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. According to U.S. Department of Transportation Guidelines, a four-factor analysis is used to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

The four-factor analysis considers:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity or service.
2. The frequency with which LEP individuals come in contact with the program.
3. The nature and importance of the program, activity or service provided by the federal-funding recipient to people's lives.
4. Resources available to federal-funding recipients and costs of language assistance.

The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Public Participation Plan (February 2015)

Appendix B

Language Assistance Plan (Updated February 2014)

The North Central Texas Council of Governments (NCTCOG) is committed to incorporating environmental justice elements and Title VI considerations into the public participation process for transportation planning. Input and involvement from populations that have been traditionally underserved by existing transportation systems including, but not limited to, low-income and minority households, are sought out and their needs considered. Various communication strategies and information formats seek to make information easily accessible and understandable.

Title VI states that no person shall be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination whether intentional or where the unintended effect is unduly burdensome. The North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures (Appendix D) establishes a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

The U.S. Department of Transportation defines Limited English Proficiency (LEP) as persons who do not speak English as their primary language and who have limited ability to read, write, speak, or understand English.

Executive Order 13166

In 2000, President William J. Clinton signed Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency." The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

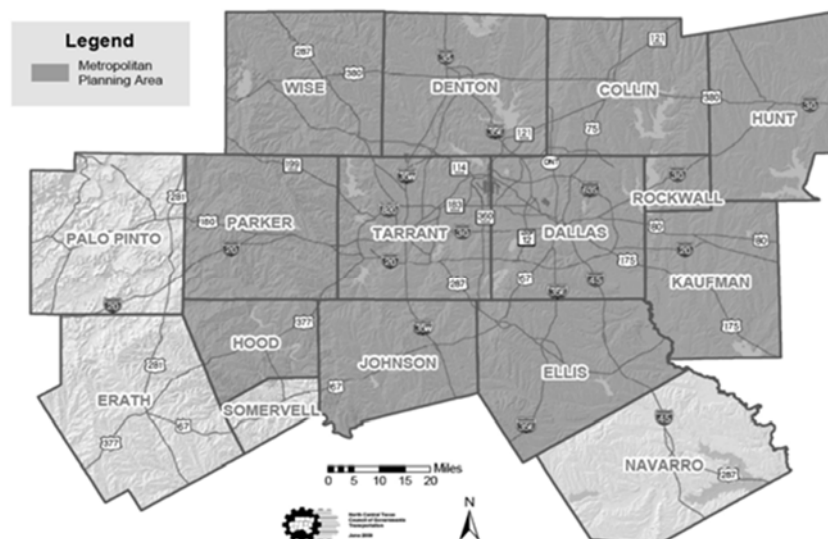
Identification of LEP Populations and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs

The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting LEP persons. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient grantee.

The Metropolitan Planning Area boundary encompasses 12 counties (Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise).

Limited English Proficiency Service Area



Data for the 12-county Metropolitan Planning Area was gathered using the 2000 Decennial Census and the 2006-2010 American Community Survey to analyze a ten-year change. Data from the 2008-2012 American Community Survey was also included to show the most recent language statistics available. LEP persons were classified as anyone over the age of five that described their ability to speak English as 'well,' 'not well,' and 'not at all.' Figures from both data sets were compiled to provide an approximation for the rate of growth of LEP persons in the service area.

In 2010, the American Community Survey estimated population over five was 5,698,467 for the 12-county region. The LEP population was 765,371, approximately 13.4 percent of the total population over five. Data from the 2000 Census showed the LEP population to be 596,426; which is a 28.3 percent increase. Spanish was the largest language represented among the LEP population with 11 percent of the total population. Asian languages were the second largest group among the LEP population comprising 1.6 percent of the total population. LEP individuals speaking Indo-European languages and Other languages comprised 0.6 percent and 0.2 percent of the total population, respectively.

LEP Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area

Total Metropolitan Planning Area (MPA) Population Over 5		Total MPA LEP Population	% LEP of Total Population	Total MPA Spanish LEP Population	% Spanish LEP of Total Population	Total MPA Asian Languages LEP Population*	% Asian Languages LEP of Total Population	Total MPA Indo-European Languages LEP Population	% Indo-European Languages LEP of Total Population	Total MPA Other Languages LEP Population	% Other Languages LEP of Total Population
2000 Census	4,782,849	596,426	12.5%	486,399	10.2%	66,633	1.4%	29,705	0.6%	9,451	0.2%
2006-2010 American Community Survey	5,698,467	765,371	13.4%	624,880	11.0%	89,868	1.6%	35,731	0.6%	14,892	0.2%
2000-2010 % Change	19.4%	28.3%		28.5%		34.9%		20.3%		57.6%	
2008-2012 American Community Survey	5,947,648	788,157	13.3%	634,403	10.7%	95,643	1.6%	40,866	0.7%	17,245	0.3%
2010-2012 % Change	4.4%	3.0%		1.5%		6.4%		14.4%		15.8%	

Source: 2000 Census, 2006-2010 and 2008-2012 American Community Survey; www.census.gov

Limited English Proficiency (LEP) is classified as any person whose primary language is other than English and answered that their ability to speak English was “well,” “not well,” and “not at all.”

The Dallas-Fort Worth Metropolitan Planning Area consists of; Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties.

*LEP Asian Languages for 2010 include: Vietnamese (0.58%), Chinese (0.33%), Korean (0.24%), Other Asian Languages (0.14%), Laotian (0.07%), Tagalog (0.06%), Thai (0.04%), Mon-Khmer, Cambodian (0.04%), Japanese (0.04%), Other Pacific Island Languages (0.02%) and Hmong (0.002%).

LEP Asian Languages for 2012 include: Vietnamese (0.62%), Chinese (0.35%), Korean (0.25%), Other Asian Languages (0.16%), Laotian (0.06%), Tagalog (0.06%), Mon-Khmer, Cambodian (0.04%), Japanese (0.04%), Thai (0.03%), Other Pacific Island Languages (0.02%) and Hmong (0.001%).

LEP data for individual languages is not available from the 2000 Census.

Recognizing that low literacy could also result in Limited English Proficiency, data from the U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy was analyzed. The study used population estimates for persons 16 years and older as of 2003. Individuals determined to lack basic literacy skills either scored below basic in prose or could not be tested due to language barriers.

The study found that 19 percent of the statewide population lacked basic literacy skills. Within the 12-county area, 21 percent of the Dallas County population lacked basic literacy skills. Dallas County was the only county in the region above the state percentage.

Location	Population Size ¹	Percent Lacking <i>Basic Literacy Skills</i> ²
Texas	15,936,279	19%
Collin County	437,018	8%
Dallas County	1,650,735	21%
Denton County	371,897	8%
Ellis County	90,668	13%
Hood County	35,299	9%
Hunt County	60,001	13%
Johnson County	102,672	12%
Kaufman County	60,172	14%
Parker County	72,454	9%
Rockwall County	40,168	8%
Tarrant County	1,130,374	14%
Wise County	40,253	12%

¹ Estimated population size of persons 16 years and older in households in 2003.

² Those lacking *basic* prose literacy skills include those who scored *Below Basic* in prose and those who could not be tested due to language barriers.

Source: U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy

This Language Assistance Plan outlines how needs of the LEP population in the service area will be addressed, how language services will be made available and how LEP persons will be notified of these services.

Factor 2: The frequency with which LEP individuals come in contact with the program.

The nature of the programs associated with the Metropolitan Planning Organization dictate that the majority of contact with the public and LEP persons is through inquiries submitted to the MPO, public meetings, public outreach events, the MPO Website and program implementation activities.

In order to better inform the frequency with which LEP individuals come in contact with MPO programs, a staff survey of LEP encounters was conducted in 2011. Department staff members were asked if they had encountered an LEP individual in the past six months, and if so, what

languages they had encountered, the frequency and what type of work activity they were conducting. Of the 134 department staff members surveyed, 18 indicated that they encountered LEP individuals speaking six total languages in a period of six months. Spanish was the most common, followed by rare encounters of Vietnamese, Hindi, Arabic, Chinese and unspecified languages. The most frequent work activities in which staff encountered LEP individuals were phone calls and public meetings. The majority of interactions were related to the AirCheckTexas Drive a Clean Machine vehicle repair and replacement assistance program, a state-funded initiative to reduce ozone-causing emissions from high-polluting vehicles.

Factor 3: The nature and importance of the program, activity or service provided by the recipient to people's lives.

NCTCOG is the agency responsible for the regional transportation planning process; in this capacity, NCTCOG must ensure that all segments of the population are involved or have the opportunity to be involved in the decision making process. As required by federal guidelines, NCTCOG produces a Metropolitan Transportation Plan that outlines long-range transportation investments, a Transportation Improvement Program (TIP) that provides short-range planning for transportation investments, a Unified Planning Work Program (UPWP) that outlines tasks to be performed in the upcoming year and a Congestion Management Process for developing and implementing operational and travel-demand strategies that improve transportation system performance.

Consistent with the Public Participation Plan, planners seek public input on the products outlined above, which influence quality of life and mobility options in the region. Public meetings represent one way for North Texans to be informed and involved. Public meeting notices include the telephone number and e-mail address to request special arrangements for language translation or disability. On each notice, this information is included in English and Spanish. Public meetings are advertised in newspapers, and staff interact regularly with local reporters, some who contribute to minority publications. Translated ads are placed in the major Spanish newspapers.

Additionally, ten North Texas counties are classified by the U.S. Environmental Protection Agency as moderate nonattainment for eight-hour ozone levels. Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties are classified as nonattainment. MPO transportation plans must show transportation conformity and comply with rules established by the Clean Air Act Amendments of 1990. Therefore, NCTCOG is also responsible for developing and implementing plans, policies and programs that reduce transportation-related emissions that lead to ozone formation.

Based on the LEP Interaction Survey described in Factor 2, staff has encountered the most LEP individuals through the AirCheckTexas program. This state program offers financial assistance to individuals who meet income requirements and wish to make emissions-related repairs or replace older, high-polluting vehicles. It allows local residents to contribute to the regional air quality solution. There are currently bilingual staff on the AirCheckTexas program team to assist Spanish speakers that are LEP. Additionally, web content and other materials for the general air quality public awareness campaign are available in English and Spanish.

Factor 4: The resources available to the recipient and costs.

NCTCOG currently has available, if needed, bilingual staff to assist in translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as American Sign Language. To date, no translation services requests for public meetings have been received. NCTCOG currently utilizes a translation service and department staff to translate documents. The average cost for outside translation service is \$0.12 per word. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department Website, allowing information to be available in 80 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos and others are also used when possible to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance will be provided at no charge to LEP individuals.

Guidelines for Making Language Assistance Available

The four-factor analysis will be used as a tool for analyzing to what extent and how the needs of LEP communities are addressed during transportation planning and program implementation. For example, the four-factor analysis will be used to determine initial translation or alternative format needs for documents and the Website. Department reports, newsletters, brochures, other publications and Website information include instructions about how to request information be made available in another format. Translators and interpreters used by the NCTCOG Transportation Department will be evaluated to ensure accurate, high-quality language services are available to LEP persons.

Increased use of visualization tools will be used to make information more understandable and, in some cases, reduce the need for English proficiency.

Plans, projects and programs for areas with a high number of LEP persons will have materials that address needs of the population in that area. Environmental Justice communities, including non-English speakers, are mapped whenever possible to provide, as much as possible, plan- or project-specific data to be used.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of three business days advance notice is required for these arrangements to be provided at public meetings.

NCTCOG Transportation Department staff will consistently seek out input and involvement from organizations and agencies which serve LEP populations to complement other language assistance and outreach efforts.

Staff Training for Considering the Needs of and Interacting with LEP Persons

All NCTCOG Transportation Department staff members employed as of February 2013 completed training on the requirements and techniques for providing meaningful access to services for LEP persons. Training materials and resources continue to be available for review by all staff — including new employees.

Notice of Assistance Available for LEP Persons

Public meeting notices include the telephone number and e-mail address to request special arrangements for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is also included on publications such as public meeting notices and department publications.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

North Central Texas Council of Governments, Transportation Department
P.O. Box 5888
616 Six Flags Drive (76011)
Arlington, TX 76005-5888
Phone: (817) 695-9240
Fax: (817) 640-3028
E-mail: transinfo@nctcog.org
Website: www.nctcog.org/trans

Monitoring and Updating Plans and Strategies that Address how LEP Individuals have Access to Information and Opportunities for Program Participation

This Language Assistance Plan is intended to be reviewed and updated in conjunction with the NCTCOG Transportation Public Participation Plan.

Environmental justice and Title VI activities will be periodically summarized to provide information about how the NCTCOG Transportation Department:

- Addresses the needs of LEP persons and those traditionally underserved by existing transportation services.
- Facilitates opportunities for full and fair participation from all individuals.
- Makes information accessible and understandable.
- Ensures no person shall, on the basis of race, color, national origin, age, sex, disability, or religion, be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance.

Public Participation Plan (February 2015)

Appendix C

Transportation Improvement Program Modification Policy Policies and Procedures to Streamline Project Delivery (Updated March 2013)

TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION POLICY Policies and Procedures to Streamline Project Delivery

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding with federal, State, and local funds within the Dallas-Fort Worth area. A new TIP is approved every two to three years by the Regional Transportation Council (RTC), which serves as the policy board for the Dallas-Fort Worth Metropolitan Planning Organization (MPO). Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on a regular basis.

Please note certain project changes require collaboration with our State and federal review partners. This collaboration occurs through the Statewide Transportation Improvement Program (STIP) revision process. Therefore, modification of the Dallas-Fort Worth TIP will follow the quarterly schedule established for revisions to the Statewide Transportation Improvement Program (STIP).

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

Project Changes Not Requiring TIP Modification: Changes related to administration or interpretation of Regional Transportation Council Policy

Administrative Amendment Policy: Authority granted to the MPO Director to expedite project delivery and maximize the time the RTC has to consider policy level (vs. administrative) issues

Revision Policy: Changes only the Regional Transportation Council can approve or recommend for State and federal concurrence

General Policy Provisions

1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.
2. Air quality conformity, Mobility Plan consistency, congestion management process compliance, and financial constraint requirements must be met for all TIP modifications.

3. Project modifications will only be made with the consent of the implementing/impacted agency.
4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.
5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds. In addition, if a project was selected through a particular “program,” such as the Sustainable Development or Regional ITS Funding Program, funds from deleted projects may be returned to those programs for future “calls for projects” in those areas.
6. For projects selected using project scoring methodologies, projects will no longer be rescored before a cost increase is considered.
7. Cost increases for strategically-selected projects fall under the same modification policy provisions.
8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need.
9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.
10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the Land Use/Transportation Joint Venture (i.e., Sustainable Development) program are not eligible for cost increases from RTC-selected funding categories.
11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.
12. Cost indicators may be evaluated on cost overruns to alert project reviewers of potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either:
 - (a) require a more detailed estimate and explanation,
 - (b) require value engineering,
 - (c) suggest a reduced project scope, or
 - (d) determine that a cost increase will come from local funds, not RTC funds.

13. For a project change to be considered, implementing agencies must submit modification requests for their TIP projects through the online TIP modification system. Project change requests must include complete information by the deadline. Incomplete requests will be sent back to agency for re-submittal in a future cycle.
14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering complete project modification requests into the online TIP modification system on time. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

Project Changes Not Requiring TIP Modification

In certain circumstances, changes may be made to TIP projects without triggering a TIP modification. These circumstances are outlined below:

1. **Changes that do not impact the overall purpose of a project:** Changes to MTP reference, CSJ's, or other clerical edits do not require a TIP modification.
2. **Changes to TxDOT's Design and Construction Information System (DCIS):** The DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.
3. **Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.
4. **Cost/Funding Increases:** Staff will update cost increases in the information system for changes of less than \$400,000.
5. **Increases in Local Funds:** Staff will adjust with concurrence of local agency.
6. **Changes in RTC Funding Categories:** Staff adjustments permitted.
7. **Emergency:** This provision includes emergency changes that need approval quickly, but timing is not aligned with the RTC Meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.
8. **Cost/Funding Decreases:** Staff will update the information system with cost decreases.
9. **Funding Year Changes:** Staff will update the information system for changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction if funds are available.

10. **Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action** (e.g., Staff will place a project or changes previously approved by the RTC in the appropriate information system and documents.)
11. **Addition of Noncapacity, Conformity-Exempt Projects:** Staff will place projects in the appropriate information system/document.

Examples include, but are not limited to:

Sign refurbishing	Intersection Improvements
Landscaping	Intelligent Transportation System
Preventive maintenance	Traffic Signal Improvements
Bridge rehabilitation/replacement	
Safety/Maintenance	

12. **Changes to Implementing Agency:** Staff will process after receiving a written request/approval from the current implementing agency and the newly proposed implementing agency.
13. **Increased Flexibility for Traffic Signal, Intersection Improvement, ITS, and “Grouped” Projects:** Staff will use best practices to advance this category of projects.
14. **Addition and Adjustment of Phases:** Includes engineering, right-of-way, construction, etc.
15. **Administrative Scope Changes:** Minor clarifications to the type of work being performed, physical length of project, and project termini/limits. For example, changing the limits of a project from “.25 miles west of” to “west of,” or changing the limits from “point A” to “.5 miles east of point A,” or clarifying limits due to a change to the name of a roadway when there is no physical change to the limits (the name of the roadway just changed from one name to another, etc.
16. **Funding Year Changes:** Can be moved by staff if project is being moved less than one year.

Please note that a STIP revision may be required to make these changes in the statewide funding document. In all cases, MPO information systems will be updated and changes will be noted in project tracking systems.

Administrative Amendment Policy

Administrative Amendments are TIP modifications that do not require action of the RTC for approval. Under the Administrative Amendment Policy, the RTC has authorized the Director of Transportation, or his designee, for the Dallas-Fort Worth MPO to approve TIP modifications that meet the following conditions. After they are approved, administrative amendments are provided to STTC and the RTC for informational purposes, unless they are merely processed to support previous RTC project approval.

- 1. Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP-MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.
- 2. Potentially Controversial Projects** - The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.
- 3. Change in funding share due to adding funding from one program to another:** For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20% state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

Revision Policy

Revisions are modifications that require approval of the Regional Transportation Council. A revision is required for any project modification that meets the following criteria or that does not fall under the Administrative Amendment Policy.

- 1. Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
- 2. Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
- 3. Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
- 4. Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
- 5. Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013

Public Participation Plan (February 2015)

Appendix D

Title VI Complaint Procedures



North Central Texas Council of Governments
Transportation Department

Title VI Complaint Procedures

Introduction

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

Any person who believes NCTCOG, or any entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

NCTCOG will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.

When to File

A complaint of discrimination must be filed within 180 calendar days of the alleged act of Discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180-day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint form and consent/release form must be dated and signed for acceptance. Complaints received more than 180 days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

Where to File

In order to be processed, signed original complaint forms must be mailed to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888

Or hand delivered to:

616 Six Flags Drive
Arlington, TX 76011

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited-English proficiency. A complaint may also be filed by a representative on behalf of a complainant.

Persons who are not satisfied with the findings of NCTCOG may seek remedy from other applicable state or federal agencies.

Required Elements of a Complaint

In order to be processed, a complaint must be in writing and contain the following information:

- Name, address, and phone number of the complainant.
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly discriminated.
- Date of alleged discriminatory act(s).
- Basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability).
- A statement of complaint.
- Signed consent release form.

Incomplete Complaints

Upon initial review of the complaint, the Title VI Specialist will ensure that the form is complete and that any initial supporting documentation is provided. Should any deficiencies be found, the Title VI Specialist will notify the complainant within 10 working days. If reasonable efforts to reach the complainant are unsuccessful or if the complainant does not respond within the time specified in the request (30 days), the recipient may close the complainant's file. The complainant may resubmit the complaint provided it is filed within the original 180-day period.

Should the complaint be closed due to lack of required information, NCTCOG will notify the complainant at their last known address. In the event the complainant submits the missing information after the file has been closed, the complaint may be reopened provided it has not been more than 180 days since the date of the alleged discriminatory action.

Records of Complaints

The Title VI Specialist will keep a record of all complaints received. The log will include such information as:

- Basic information about the complaint such as when it was filed, who filed it, and who it was against.
- A description of the alleged discriminatory action.
- Findings of the investigation.

Complaint Process Overview

The following is a description of how a discrimination complaint will be handled once received by NCTCOG.

1. A complaint is received by NCTCOG:

Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited-English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint that do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. The complainant will be notified if the complaint form is incomplete and asked to furnish the missing information.

2. Complaint is logged into tracking database:

Completed complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received, including name of complainant, contact information, name and organization of person(s) who allegedly discriminated, date of alleged discriminatory act(s), basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability), and description of the alleged discriminatory action. Once the investigation is complete, the findings of the investigation will be logged into the complaint tracking database.

3. Determine jurisdiction:

Within 10 calendar days of the receipt of the complaint, NCTCOG's Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets basic criteria.

Criteria required for a complete complaint:

- Basis of alleged discrimination (i.e., race, religion, color, national origin, sex, age or disability).
- Determination of timeliness will also be made to ensure that the complaint was filed within the 180 day time requirement.
- The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination is made in which the program or activity that the alleged discrimination occurred is not conducted by NCTCOG or an entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), every attempt will be made to establish the correct agency. Whenever possible, and assuming consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency.

NCTCOG's Title VI Specialist will confer with the Department Director on the determination of a complete complaint and on any deferrals to other agencies. Once the Title VI Specialist completes an initial review of the complaint and determines that the criteria for a complete complaint is met, NCTCOG will forward the complaint to the Texas Department of Transportation, Office of Civil Rights, Compliance Section.

4. Initial written notice to complainant:

Within 10 working days of the receipt of the complaint, NCTCOG will send notice to the complainant confirming receipt of the complaint; if needed the notice will request additional information, notify complainant that the activity is not related to a NCTCOG program or activity, or does not meet deadline requirements. Conclusions made in step three will determine the appropriate response to the complaint. Examples of response letters are located in Appendix A. If any additional information is needed from the complainant, it will be communicated at this point in the process. A copy of the written response, as well as the complaint form, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section.

5. Investigation of complaint:

The Title VI Specialist will confer with the Department Director to determine the most appropriate fact finding process to ensure that all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include but is not limited to:

- Internal meetings with NCTCOG staff and legal counsel.
- Consultation with state and federal agencies.
- Interviews of complainant(s).
- Review of documentation (i.e., planning, public involvement, and technical program activities).
- Interviews and review of documentation with other agencies involved.
- Review of technical analysis methods.
- Review of demographic data.

6. Determination of investigation:

An investigation must be completed within 60 days of receiving the complete complaint, unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The Title VI Specialist, Department Director and/or designee will render a recommendation for action, including formal and/or informal resolution strategies in a report of findings to the NCTCOG Executive Director.

7. Notification of determination:

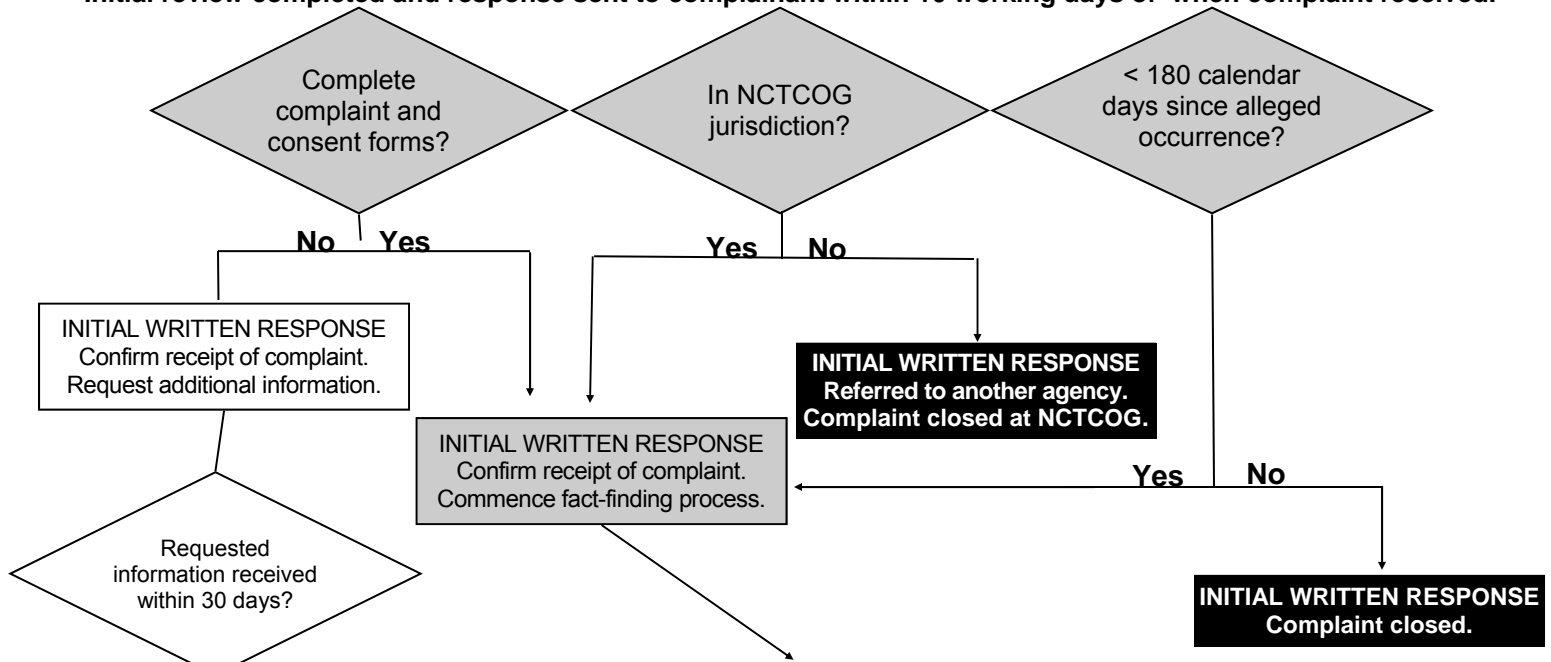
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for information purposes.

RECEIPT OF COMPLAINT

A written discrimination complaint is received and entered into tracking database.

INITIAL REVIEW

Initial review completed and response sent to complainant within 10 working days of when complaint received.

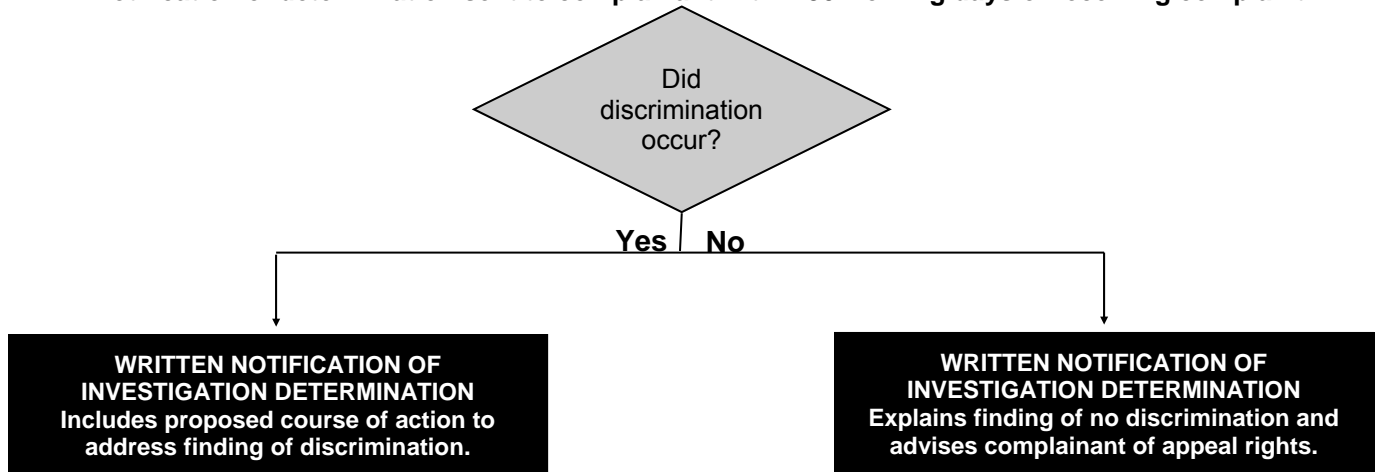


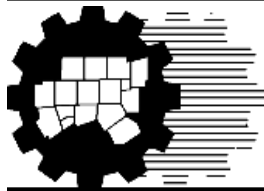
INVESTIGATION / FACT FINDING

Completed within 60 working days of receiving complaint.
Findings summarized and report submitted to head of Agency.

DETERMINATION OF INVESTIGATION

Notification of determination sent to complainant within 90 working days of receiving complaint.





North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on this page of this form carefully before you begin.

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

NCTCOG is required to implement measures to ensure that persons with limited-English proficiency or disability have meaningful access to the services, benefits and information of all its programs and activities under Executive Order 13166. Upon request, assistance will be provided if you are limited-English proficient or disabled. Complaints may be filed using an alternative format if you are unable to complete the written form.

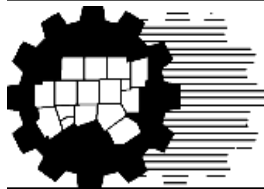
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar days to respond to any written request for information. Failure to do so will result in the closure of the complaint.

Submit the forms by mail to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist,
P.O. Box 5888
Arlington, TX 76005-5888

Or in Person at:
616 Six Flags Drive
Arlington, TX 76011

If you have any questions or need additional information, please call (817)695-9240 or e-mail titlevi@nctcoq.org.



North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on the first page of this form carefully before you begin.

1

First Name MI Last Name

Street Address City State Zip Code

Telephone Number e-mail Address

2 Who do you believe discriminated against you?

First Name MI Last Name

Name of Business/Organization Position/Title

Street Address City State Zip Code

Person's Relationship to You

3 When did the alleged act(s) of discrimination occur?

Please list all applicable dates in mm/dd/yyyy format.

Date(s):

Is the alleged discrimination ongoing? Yes No

4 Where did the alleged act(s) of discrimination occur? (Attach additional pages as necessary.)

Name of Location

5 Indicate the basis of your grievance of discrimination.

- | | |
|---|--------------------------------------|
| <input type="checkbox"/> Race: | <input type="checkbox"/> Color: |
| <input type="checkbox"/> National Origin: | <input type="checkbox"/> Sex: |
| <input type="checkbox"/> Age: | <input type="checkbox"/> Disability: |
| <input type="checkbox"/> Religion: | |

6 Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.

Please explain how other persons or groups were treated differently by the person(s)/ agency who discriminated against you.

Please list and describe all documents, e-mails, or other records and materials pertaining to your complaint.

Please list and identify any witness(es) to the incidents or persons who have personal knowledge of information pertaining to your complaint.

Have you previously reported or otherwise complained about this incident or related acts of discrimination? If so, please identify the individual to whom you made the report, the date on which you made the report, and the resolution. Please provide any supporting documentation.

Please provide any additional information about the alleged discrimination.

7 If an advisor will be assisting you in the complaint process, please provide his/her name and contact information.

First Name	MI	Last Name
------------	----	-----------

Name of Business	Position/Title	Telephone Number
------------------	----------------	------------------

Street Address	City	State	Zip Code
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8 This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination Complaint Consent/Release form is attached. If you are filing a complaint of discrimination on behalf of another person, our office will also need this person's consent.

I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances are as I have described them. I also understand that if I will be assisted by an advisor, my signature below authorizes the named individual to receive copies of relevant correspondence regarding the complaint and to accompany me during the investigation.

Signature

Date

APPENDIX H

METROPOLITAN PLANNING AGREEMENT

(Signature to be provided with final document.)

MEMORANDUM OF AGREEMENT
Between
The DALLAS-FORT WORTH METROPOLITAN PLANNING ORGANIZATION
and
The TEXAS DEPARTMENT OF TRANSPORTATION
and
The PUBLIC TRANSPORTATION OPERATORS

It is the purpose of this agreement to make provision for cooperative mutual responsibilities in carrying out the metropolitan transportation planning process in the Dallas-Fort Worth Metropolitan Planning Area and to provide a single agreement among the State, the MPO, and the Public Transportation Operator(s) in accordance with current federal legislation.

WHEREAS the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) promulgated regulations 23 CFR 450.314, continued in Moving Ahead for Progress in the 21st Century (MAP-21); and

WHEREAS § 450.314 – Metropolitan Planning Agreements further requires that the MPO, the State, and the public transportation operator(s) cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in clearly identified written agreements between the MPO, the State(s), and the public transportation operator(s) serving the metropolitan planning area; and

WHEREAS it is recommended that to the extent possible, a single agreement among all responsible parties be developed to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan (MTP) (§ 450.322), the Metropolitan Transportation Improvement Program (TIP) (§ 450.324), and development of the annual listing of obligated projects (§ 450.332).

NOW, THEREFORE, the parties do agree as follows:

To cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process.

To make provisions for cooperatively developing and sharing information related to the development of financial plans that support the MTP and the TIP.

That the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

And that the Unified Planning Work Program (UPWP) will detail and document these responsibilities, deliverables and associated costs as part of this Metropolitan Planning Agreement in Appendix H of the Work Program.

Signatory:

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS:

Mike Eastland, Executive Director

Date: _____

DENTON COUNTY TRANSPORTATION AUTHORITY:

Jim Cline, President

Date: _____

FORT WORTH TRANSPORTATION AUTHORITY:

Paul J. Ballard, President and Chief Executive Officer

Date: _____

DALLAS AREA RAPID TRANSIT:

Gary C. Thomas, President/Executive Director

Date: _____

DALLAS/FORT WORTH INTERNATIONAL AIRPORT:

Sean Donohue, Chief Executive Officer

Date: _____

REGIONAL TRANSPORTATION COUNCIL:

Michael Morris, Director of Transportation

Date: _____

TEXAS DEPARTMENT OF TRANSPORTATION:

Brian Barth, P.E., District Engineer, TxDOT Fort Worth District

Date: _____

James K. Selman, P.E., District Engineer, TxDOT Dallas District

Date: _____

Paul Montgomery, P.E., District Engineer, TxDOT Paris District

Date: _____

NORTH TEXAS TOLLWAY AUTHORITY:

Gerry Carrigan, CEO/Executive Director

Date: _____

COLLIN COUNTY TOLL ROAD AUTHORITY:

The Honorable Keith Self, President

Date: _____

FY2016 and FY2017
*Unified Planning Work Program
for Regional Transportation Planning*

Regional Transportation Council
July 9, 2015

Unified Planning Work Program

**Required by Moving Ahead for Progress in the 21st
Century (MAP-21)**

Summarizes Annual MPO Funding

Addresses Regional and Local Issues

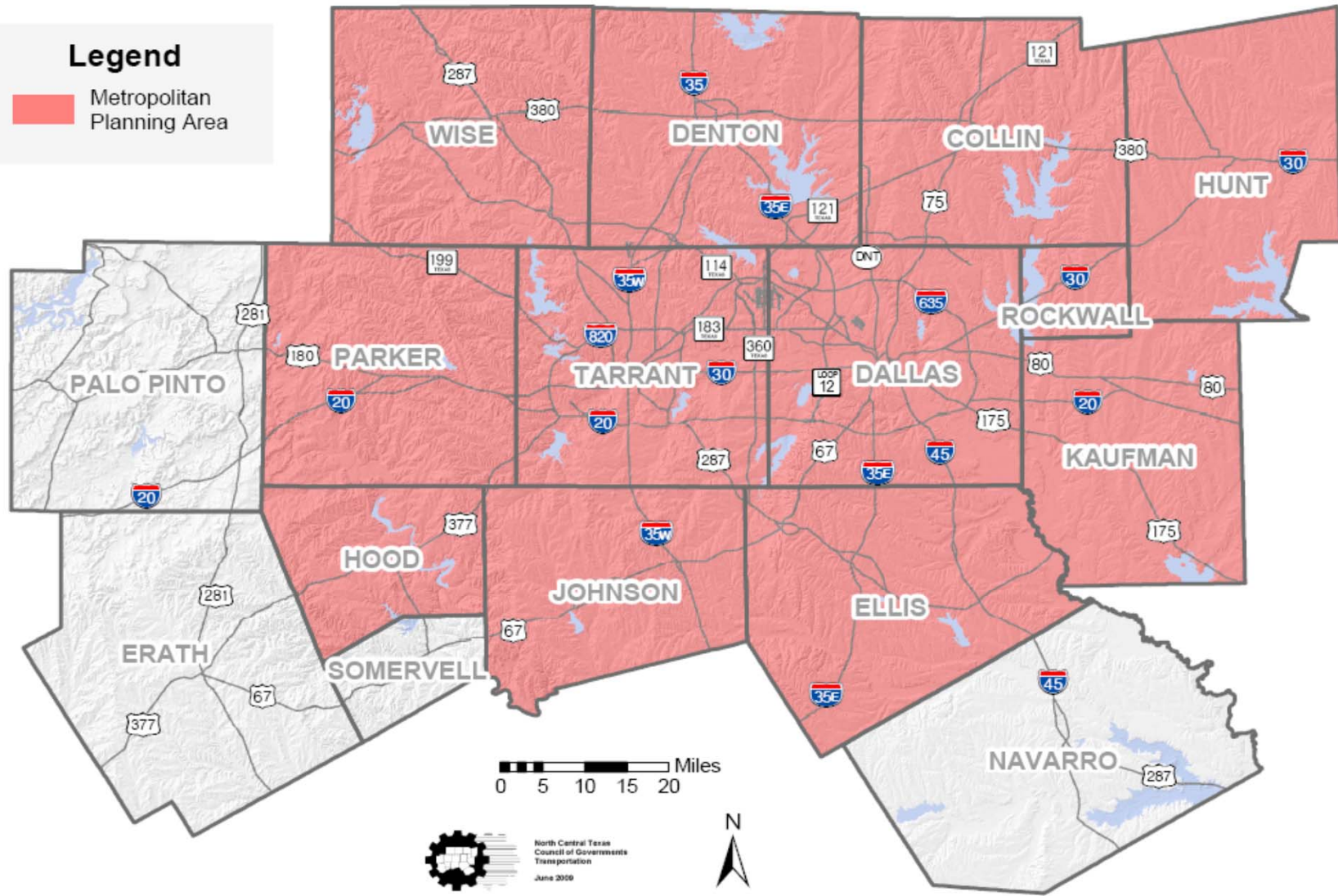
Inventories Planning and Programming Activities

Allocates Available Funds to Specific Tasks

Dallas-Fort Worth Metropolitan Area

Legend

 Metropolitan Planning Area



Unified Planning Work Program Structure

- Task 1 – Administration/Management**
- Task 2 – Data Development and Maintenance**
- Task 3 – Short-Range Planning and Programming,
and Air Quality and Transit Operations**
- Task 4 – Metropolitan Transportation Plan**
- Task 5 – Special Studies and System Operation**

Implemented Through:

29 Subtasks

150+ Programs/Projects

Funded Through:

15 Revenue Sources

100+ Grants

Unified Planning Work Program

FY2016 and FY2017 Major Planning Initiatives

- ▶ **Mobility 2040/Air Quality Conformity**
- ▶ **2017-2020 Transportation Improvement Program**
- ▶ **Survey Data Analysis/Travel Model Enhancement**
- ▶ **High Speed Rail**
- ▶ **SH 183/SH 199**
- ▶ **Asset Management (IH 20/IH 30-Parker/Tarrant counties, IH 30-Dallas/Rockwall counties, US 75-Collin/Dallas counties)**
- ▶ **Bicycle and Pedestrian Safety**
- ▶ **Managed Lane Technology Assessment**
- ▶ **2015 Regional Joint Land-use Study**
- ▶ **Performance-based Planning**

Unified Planning Work Program Planning Agreement

Memorandum of Agreement Between the Dallas-Fort Worth Metropolitan Planning Organization, the Texas Department of Transportation, and the Public Transportation Operators

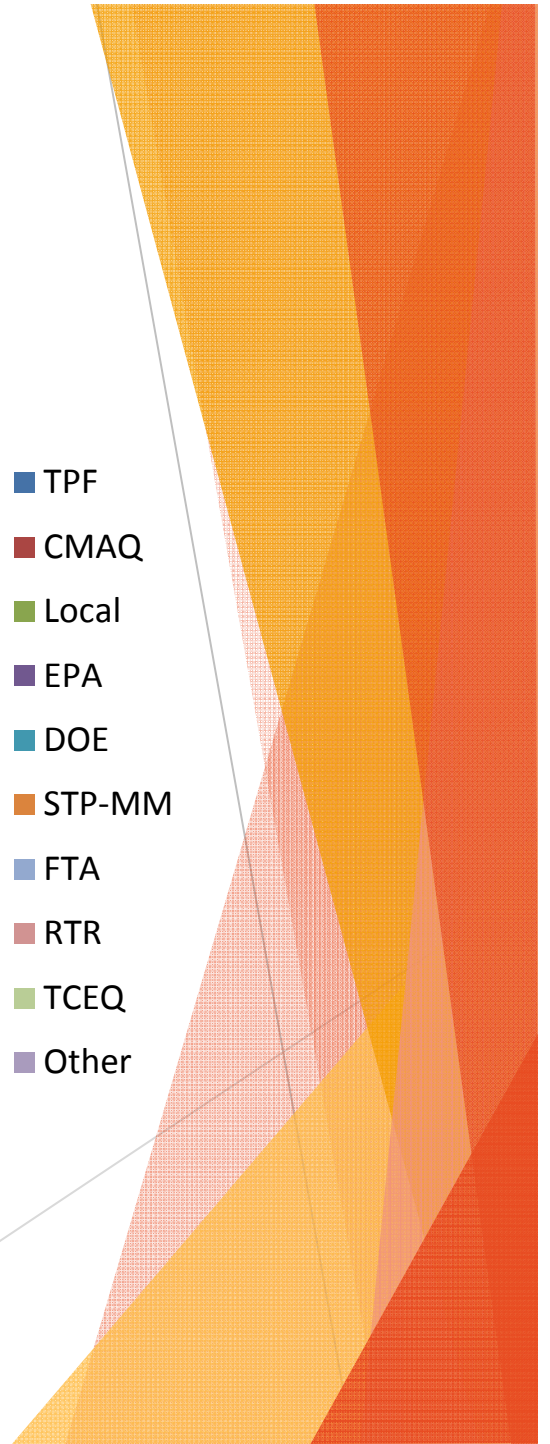
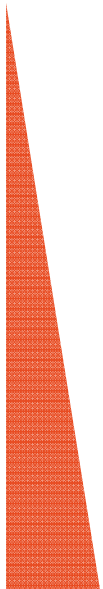
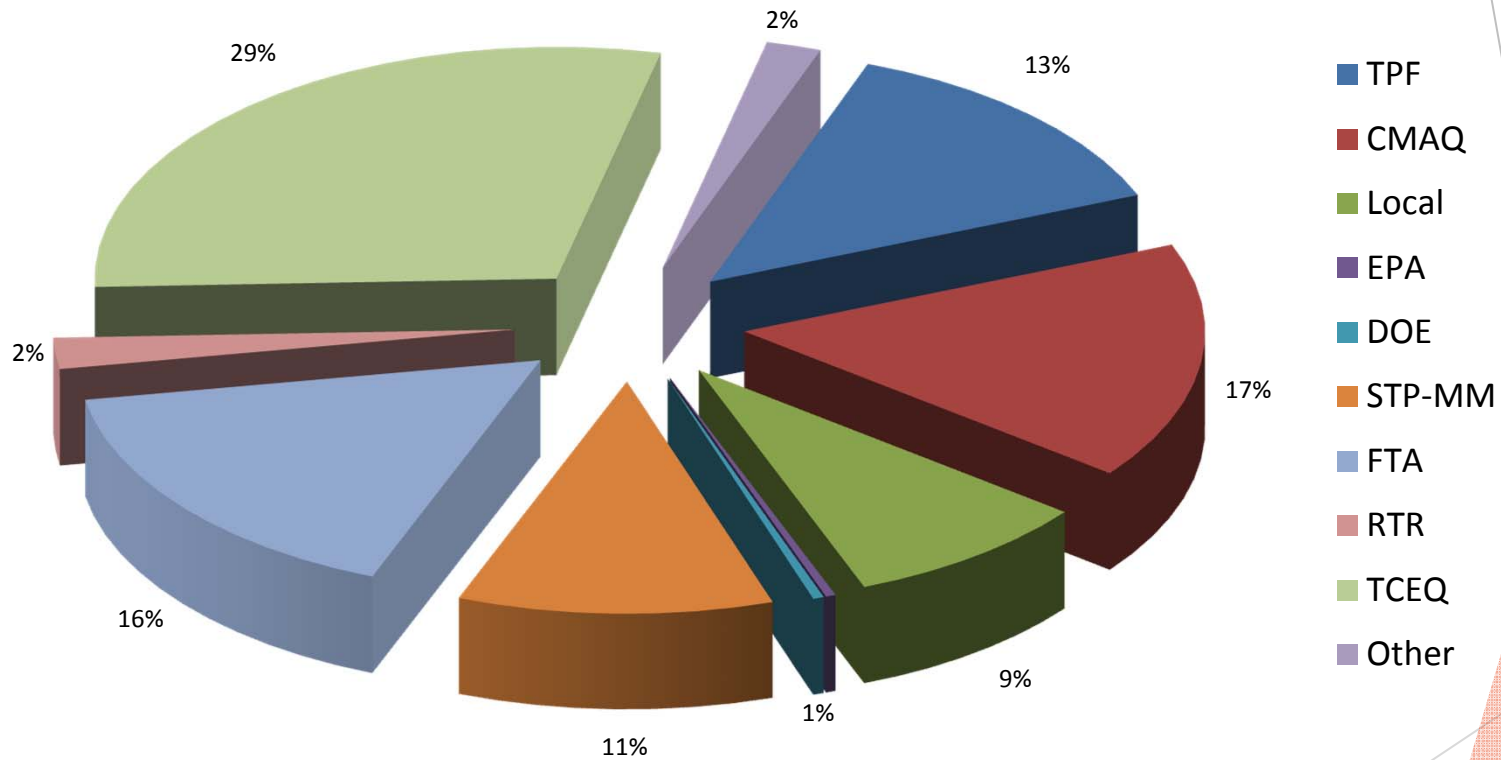
***Metropolitan Planning Organization
Regional Transportation Council
North Central Texas Council of Governments
Texas Department of Transportation
Dallas, Fort Worth, and Paris Districts
Dallas Area Rapid Transit
Fort Worth Transportation Authority
Denton County Transportation Authority
North Texas Tollway Authority
Collin County Toll Road Authority
Dallas/Fort Worth International Airport***

Unified Planning Work Program FY2016 and FY2017 Funding Summary

FY2016 and FY2017 US FTA (Sec. 5303)	\$ 5,383,956
FY2016 and FY2017 US FHWA (Estimated PL)	\$13,060,678
FY2015 US FHWA (Estimated PL-Carryover)	<u>\$ 6,214,898</u>
Total Transportation Planning Funds	\$24,659,532
Anticipated Expenditures	\$20,235,000
PL Balance to Carry Over to FY2018	\$ 4,424,532

Unified Planning Work Program Funding Summary

Summary of Total Funding
\$151,686,000



Unified Planning Work Program Development Schedule

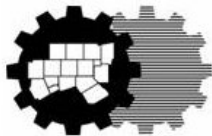
DATE	UPWP DEVELOPMENT
February 2-3	Public Notification of UPWP Development Initialization
February 23	Issuance of Request for NCTCOG Assistance
February 27	STTC Notification of UPWP Development
March 12	RTC Reminder of UPWP Development
March 20	Project Submittals for NCTCOG Assistance Due
May 22	Document Summary Presented to STTC for Information
June 5	Draft Document Due to TxDOT for Review Draft Document Provided to STTC for Review
June 8	Public Meeting on Draft Document
June 11	Document Summary Presented to RTC for Information
June 26	STTC Action on Recommended UPWP
July 9	RTC Action on Recommended UPWP
July 23	Executive Board Action on Recommended UPWP
August 3	Final Document Due to TxDOT

Unified Planning Work Program Contact Information

Dan Kessler
Assistant Director of Transportation
817-695-9248
dkessler@nctcog.org

Vickie Alexander
Administrative Program Supervisor
817-695-9242
valexander@nctcog.org

<http://www.nctcog.org/trans/admin/upwp>



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

**RESOLUTION APPROVING
THE FY2016 AND FY2017 UNIFIED PLANNING WORK PROGRAM
FOR REGIONAL TRANSPORTATION PLANNING**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, federal law, Moving Ahead for Progress in the 21st Century (MAP-21), assigns the MPO the responsibility for carrying out the metropolitan planning process, in cooperation with the State and operators of publicly owned transit service; and,

WHEREAS, MAP-21 assigns the MPO the responsibility for development of a Unified Planning Work Program which addresses the planning priorities of the metropolitan area and describes the metropolitan transportation and related air quality planning activities to be undertaken and capital purchases to be made to support the planning process; and,

WHEREAS, the FY2016 and FY2017 Unified Planning Work Program for Regional Transportation Planning was developed in cooperation with local governments, Dallas Area Rapid Transit, the Denton County Transportation Authority, Fort Worth Transportation Authority, Collin County Toll Road Authority, North Texas Tollway Authority, Texas Department of Transportation, Dallas/Fort Worth International Airport, and other transportation agencies; and,

WHEREAS, the FY2016 and FY2017 Unified Planning Work Program for Regional Transportation Planning was approved by the Surface Transportation Technical Committee on June 26, 2015.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council approves the FY2016 and FY2017 Unified Planning Work Program for Regional Transportation Planning.
- Section 2.** This resolution will be transmitted to the Texas Department of Transportation.
- Section 3.** This resolution shall be in effect immediately upon its adoption.

Mark Riley, Chair
Regional Transportation Council
County Judge, Parker County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on July 9, 2015.

Rob Franke, Secretary
Regional Transportation Council
Mayor, City of Cedar Hill

SH 360 INTERCHANGE PARTNERSHIP

Regional Transportation Council
July 9, 2015

Michael Morris, P.E.
Director of Transportation

SH 360 Thoroughfares (8 Total)

	Arlington	Grand Prairie	Mansfield
Camp Wisdom/Sublett	✓	✓	
Lynn Creek/Webb Lynn	✓	✓	
New York	✓	✓	
Ragland/Debbie Lane	✓	✓	
Holland			✓
Broad			✓
Heritage			✓
Lone Star			✓

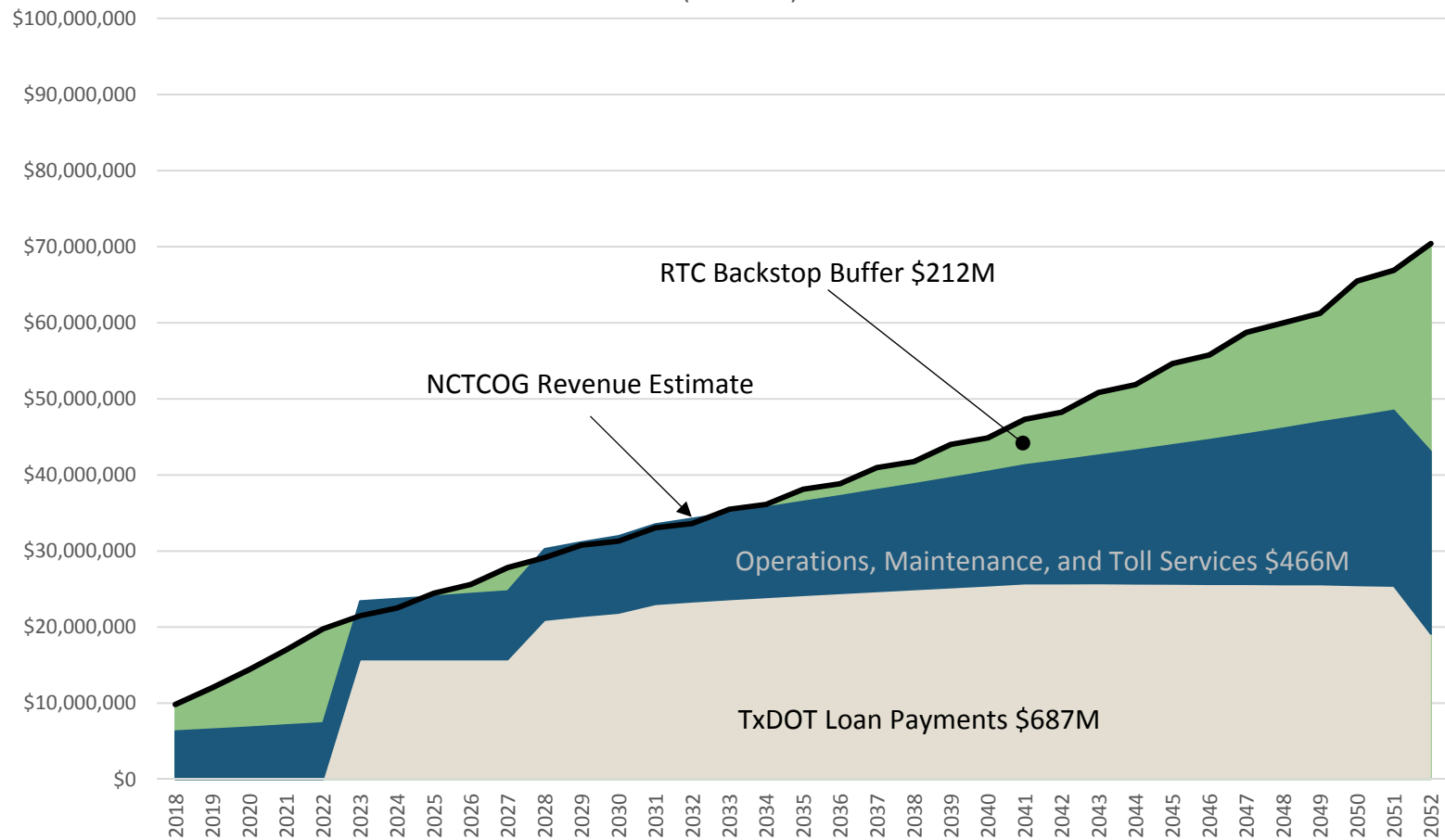
(No Connection at Matlock)

Cost Share

Arlington	\$ 1,180,000
Mansfield	9,960,000
Grand Prairie	6,980,000
Tarrant County	3,000,000
RTC	7,000,000
	\$ 28,120,000

Revenue and Cost Analysis

SH 360 Revenue and Cost Analysis
(35 Years)



Source: North Central Texas Council of Governments
Elizabeth Whitaker
February 13, 2014

**\$30M LOAN REPAYMENT
AND
ACCOUNTING OF SH 360
INTERCHANGE PARTNERSHIP**

RTC Action
July 9, 2015

BACKGROUND

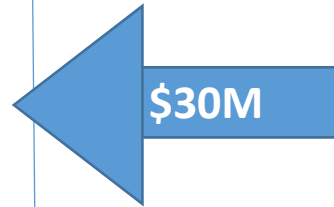
- In June 2012, the RTC approved a \$30 million contingency loan from the Eastern Subregion to the Western Subregion for improvements on IH 35W at IH 820
- The loan was comprised of:
 - \$20 million from SH 183/Midtown Express project
 - \$10 million from Loop 9 project

LOAN & REPAYMENT SUMMARY

Western Subregion

Eastern Subregion

IH 35W



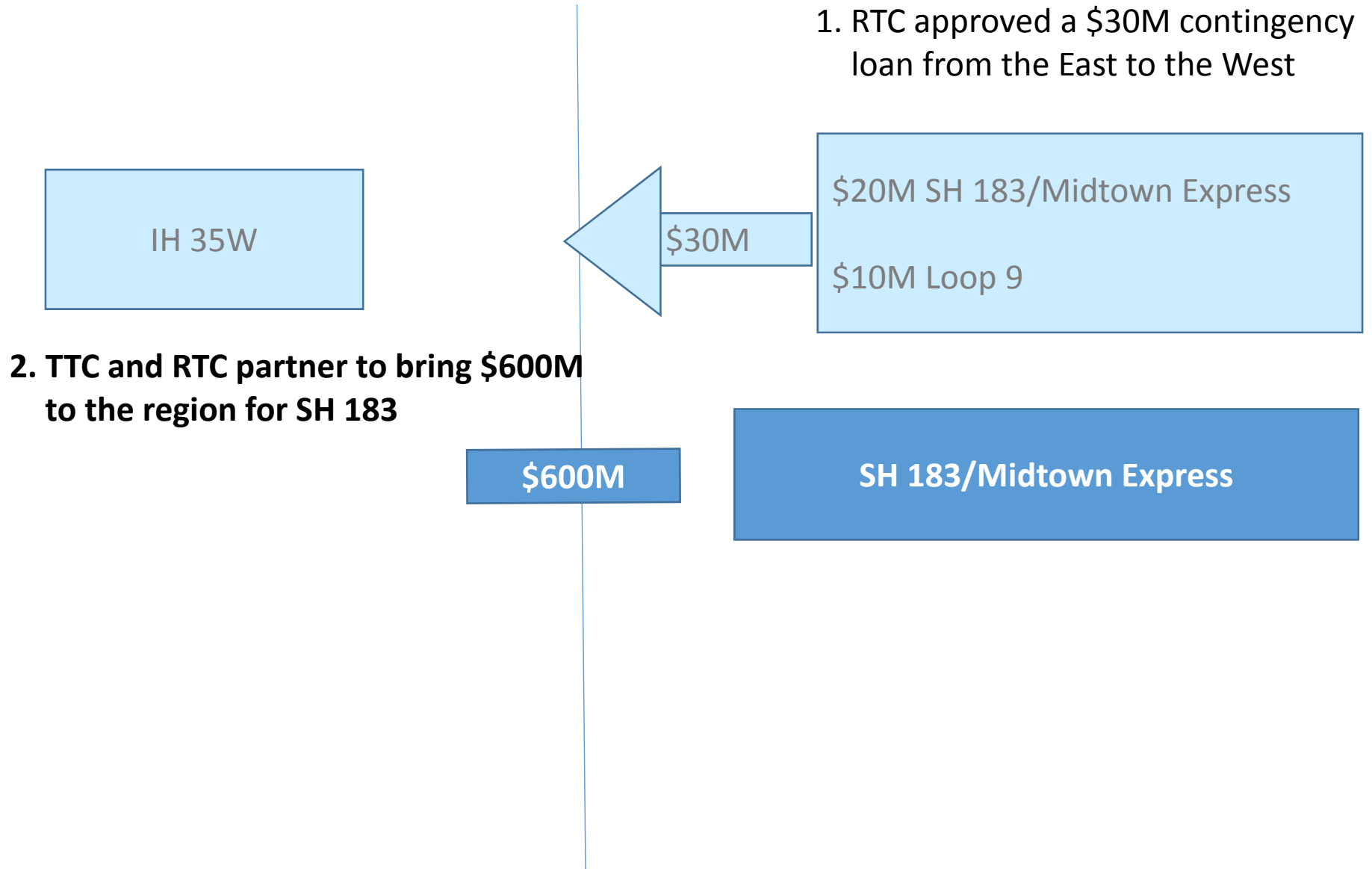
1. RTC approved a \$30M contingency loan from the East to the West

\$20M SH 183/Midtown Express
\$10M Loop 9

LOAN & REPAYMENT SUMMARY

Western Subregion

Eastern Subregion

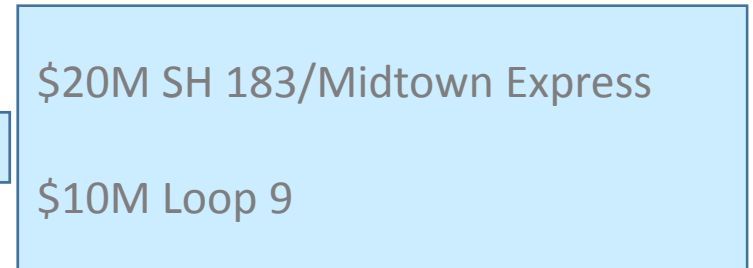
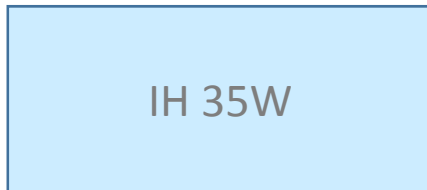


LOAN & REPAYMENT SUMMARY

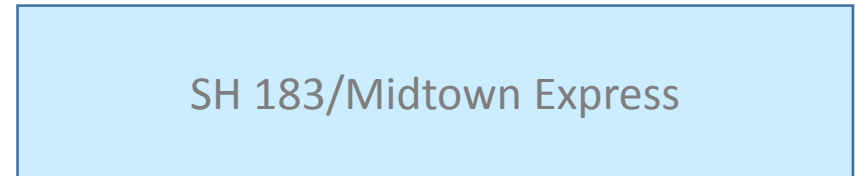
Western Subregion

Eastern Subregion

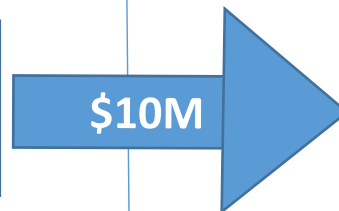
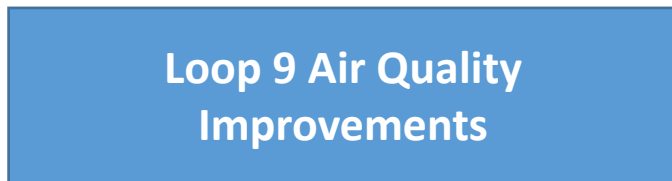
1. RTC approved a \$30M contingency loan from the East to the West



2. TTC and RTC partner to bring \$600M to the region for SH 183



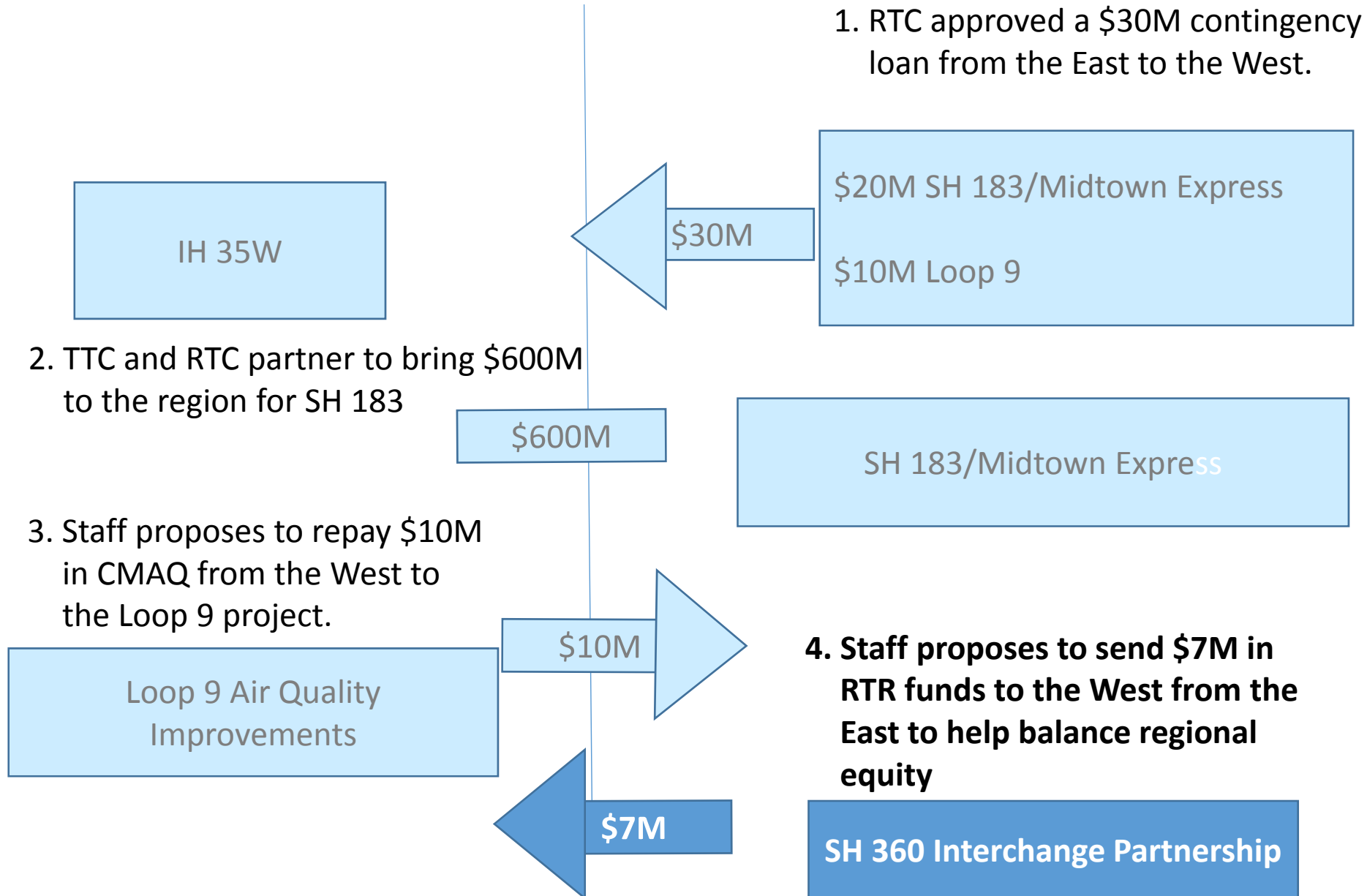
3. Staff proposes to repay \$10M in CMAQ from the West to the Loop 9 project



LOAN & REPAYMENT SUMMARY

Western Subregion

Eastern Subregion



SUMMARY OF \$30 MILLION LOAN REPAYMENT PROPOSAL

- **SH 183/Midtown Express:**
 - The Texas Transportation Commission (TTC) awarded \$600 million to the SH 183/Midtown Express project in August 2013.
 - As the \$600 million is significantly higher than the \$20 million loaned to the IH 35W at IH 820 project, staff recommends considering that contribution to be the repayment.
 - However, the existing East/West Equity table will be adjusted to move the \$20 million repayment from the Eastern ledger to the Western ledger
- **Loop 9:**
 - Staff proposes to repay the \$10 million Loop 9 loan by funding \$10 million in Congestion Mitigation Air Quality Improvement Program (CMAQ)-eligible improvements along the Loop 9 corridor

EAST/WEST EQUITY CONSIDERATIONS

Equity Target:

Western Subregion: 32%

Eastern Subregion: 68%

Current Distribution:

Western Subregion: 29%

Eastern Subregion: 71%

Equates to:

≈\$28M over in the East

Current Subregion Funding		
	In \$ millions	
	Western	Eastern
SAFETEA-LU	\$619.76	\$1,588.48
MAP-21	343.98	819.52
Cumulative Total	\$963.74	\$2,408.00
Percent Shares	28.58%	71.42%

NOTE: Updates to the East/West Equity table will be brought back to the Council next quarter.

OTHER CONSIDERATIONS INCLUDING EAST/WEST EQUITY

- **Southern Gateway:**
 - Anticipate receiving TTC funding for Southern Gateway
 - If funds are not formula allocated, the Western Subregion allocation will be further out of balance
- **SH 360 Interchange Partnership:**
 - Allocate \$7 million for SH 360 Interchange Partnership from the Eastern Subregion Regional Toll Revenue (RTR) Allocation

REQUESTED ACTION

Approval of :

- The \$30 million loan repayment to include:
 - Recognition of the TTC's \$600 million investment on SH 183/ Midtown Express as repayment of the previous \$20 million loan (adjust \$20 million to come from Western share of project vs. Eastern share)
 - Approval of \$10 million in CMAQ funds for the Loop 9 corridor from the Western Subregion allocation
 - Approval of \$7 million in RTR funds for SH 360 Interchange Partnership to come from Eastern Subregion allocation
- Staff to administratively amend the 2015-2018 TIP/STIP to reflect these changes, if needed

QUESTIONS/COMMENTS?

Christie Gotti

Senior Program Manager

Ph: 817/608-2338

cgotti@nctcog.org

Adam Beckom, AICP

Principal Transportation Planner

Ph: 817/608-2344

abeckom@nctcog.org

Regional Air Quality and Management and Operations Programs and Projects

As the North Central Texas Council of Governments (NCTCOG) staff begins development of the 2017-2020 Transportation Improvement Program (TIP), we would like to ensure that the Regional Transportation Council's (RTC's) ongoing air quality and management/operations programs and projects are funded into the new TIP. To this end, NCTCOG staff has evaluated the list of existing management and operations, NCTCOG-implemented, and regional/air quality programs funded by the RTC to determine which ones should be continued, which ones can be discontinued, and if there are any new programs/projects of this nature that should be considered. The proposed projects and programs are included in the following pages.

Column Definitions:

TIP Code – The individual project identifier assigned by NCTCOG staff

Project Description/Scope of Work – Basic project description

Proposed Funding Source(s) – Funding category staff is recommending for each program/project based on eligibility and availability.

Proposed Match Source – Anticipated entity/funding source for the 20% local match. Please note that staff is recommending that the RTC waive the 20% match requirement on selected projects/ programs proposed for RTR and RTC Local funding (due to the inability to identify a local match participant).

2015 Request – Amount of new funding being requested in FY 2012

2016 Request – Amount of new funding being requested in FY 2013

2017 Request – Amount of new funding being requested in FY 2014

2018 Request – Amount of new funding being requested in FY 2015

Total New Funds Requested – Total amount of new funding being requested for programs/projects

Comments – Any special notes regarding the relevant project/program

Category – Projects have been designated as follows:

“A” – These projects are mostly pass-through funding, meaning that NCTCOG manages the program, but most funds are passed through to other agencies in the region.

“B” – These projects mostly provide for NCTCOG staff time to implement and administer the programs approved by the RTC

**2015-2018 Regional Air Quality and Management and Operations Initiatives
DRAFT RECOMMENDATIONS**

Draft Proposal*										
TIP Code	Project Description/ Scope of Work	Proposed Funding Source	Proposed Match Source	FY 2015	FY 2016	FY 2017	FY 2018	Total New Funds Requested	Comments	Category**
11186.3	Freeway Incident Management Program (FIM)	CMAQ	TDCs	\$0	\$0	\$0	\$2,100,000	\$2,100,000	Existing funding to support FY 2016 and FY 2017; new funds requested for new call for projects, training, and administration	A
11645	Disadvantaged Community Training, Employment, & Minority Contracting Program	STP-MM	N/A	\$0	\$100,000	\$100,000	\$100,000	\$300,000	Funding requested for continuation of project; No match required for workforce development projects (100% federal)	B
11646	Bottleneck Removal Through Use of Freeway Shoulders (Fort Worth District)	STP-MM	TxDOT (State Match)	\$0	\$0	\$100,000	\$1,500,000	\$1,600,000	Existing project is funded under TIP 11492	A
Land Use/Transportation and Bike/Pedestrian Initiatives										
11647	Bicycle/Pedestrian Planning	STP-MM	TDCs	\$0	\$0	\$0	\$300,000	\$300,000	Existing funding to support FY 2016 and FY 2017 operations; new funds requested for survey data collection in FY 2018	B
	Transit Oriented Development	STP-MM	TDCs	\$0	\$0	\$0	\$100,000	\$100,000	Existing funding to support FY 2016 and 2017 operations; FY 2018 funds requested for data collection, online mapping, and quarterly reviews	B
	Development of Regional Pedestrian Safety Program Plan	STP-MM	TDCs	\$0	\$0	\$500,000	\$0	\$500,000		B
	Implementation Administration Sustainable Development	STP-MM	TDCs	\$0	\$0	\$250,000	\$250,000	\$500,000	Existing funding to support FY 2015 and FY 2016 implementation; new funding requested for FY 2017 and FY 2018	B
Congestion Management Operations										
11648	Data Archiving	STP-MM	TDCs	\$0	\$0	\$60,000	\$60,000	\$120,000	Existing funds will support FY 2015 and FY 2016 operations	B
	Regional ITS Architecture	STP-MM	TDCs	\$0	\$0	\$40,000	\$80,000	\$120,000		B
	Reimbursement of Managed Lane Cost for Regional Vanpool Program	STP-MM	TDCs	\$0	\$81,200	\$86,100	\$91,350	\$258,650		A
	Mobility Assistance Patrol Implementation/Administration	STP-MM	TDCs	\$0	\$0	\$0	\$60,000	\$60,000	Existing funds to be used through FY 2017	B

*Funding in total dollars unless requesting TDCs, then amount is 100% federal.

**Buckets: A) Mostly pass-through funds, or B) Mostly staff time

**2015-2018 Regional Air Quality and Management and Operations Initiatives
DRAFT RECOMMENDATIONS**

Draft Proposal*										
TIP Code	Project Description/ Scope of Work	Proposed Funding Source	Proposed Match Source	FY 2015	FY 2016	FY 2017	FY 2018	Total New Funds Requested	Comments	Category**
11649	DART Vanpool Program	STP-MM	Local	\$0	\$0	\$2,975,000	\$3,034,500	\$6,009,500	Reduce subsidy to 35%; NCTCOG staff to seek sponsorships to reduce subsidy even further; In order for agencies to receive funds in future years, NCTCOG staff will coordinate with agencies to streamline programs so that policies are consistent across the implementing agencies	A
11639	DCTA Vanpool Program	STP-MM	Local	\$0	\$668,950	\$895,050	\$1,097,350	\$2,661,350	Reduce subsidy to 35%; NCTCOG staff to seek sponsorships to reduce subsidy even further; In order for agencies to receive funds in future years, NCTCOG staff will coordinate with agencies to streamline programs so that policies are consistent across the implementing agencies	A
11176.7	FWTA Vanpool Program	STP-MM	Local	\$0	\$0	\$2,014,500	\$2,091,000	\$4,105,500	Reduce subsidy to 35%; NCTCOG staff to seek sponsorships to reduce subsidy even further; In order for agencies to receive funds in future years, NCTCOG staff will coordinate with agencies to streamline programs so that policies are consistent across the implementing agencies	A
11650	Corridor Studies and Capital Asset Management	STP-MM	TDCs	\$0	\$0	\$0	\$400,000	\$400,000	Existing funding to support FY 2016 and FY 2017 operations (under TIP 11613).	B
11616	Regional Traffic Signal Retiming - Various Locations -- Develop and implement traffic signal coordination in 9 county nonattainment area	CMAQ	Local	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000	Existing funding expected to be depleted in FY 2016	A
11618	Regional Mobility Assistance Patrol Program - Dallas District	STP-MM	TxDOT (State Match)	\$0	\$564,000	\$3,841,069	\$3,942,500	\$8,347,569		A
11619	Regional Mobility Assistance Patrol Program - Fort Worth District	STP-MM	TxDOT (State Match)	\$0	\$0	\$731,250	\$1,718,750	\$2,450,000		A
11630	Regional ITS Quality Implementation - Ensure effective use of ITS devices, including for data collection	CMAQ	Local/State	\$0	\$500,000	\$500,000	\$500,000	\$1,500,000		A

*Funding in total dollars unless requesting TDCs, then amount is 100% federal.

**Buckets: A) Mostly pass-through funds, or B) Mostly staff time

**2015-2018 Regional Air Quality and Management and Operations Initiatives
DRAFT RECOMMENDATIONS**

Draft Proposal*										
TIP Code	Project Description/ Scope of Work	Proposed Funding Source	Proposed Match Source	FY 2015	FY 2016	FY 2017	FY 2018	Total New Funds Requested	Comments	Category**
11888.3	Regional Study of Aviation in Higher Education	RTC/Local	N/A	\$0	\$25,000	\$50,000	\$50,000	\$125,000	Request to change TIP name to Aviation Outreach and Education, Including Simulator; Sponsorships being sought to fund this effort, if sponsorships are received, the RTC/Local funding will be reduced by the amount of sponsorships received; project must go through RTC/local review process	B
11888.5	Aviation Support	RTC/Local	N/A		\$10,000	\$10,000	\$10,000	\$30,000	Request to split from TIP 11888.4; project must go through RTC/local review process	B
11651	Bike/Pedestrian Safety Pool - including TOD, pedestrian connections, school siting, etc.	CMAQ	Local	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$6,000,000	Pass through for construction; May need to place all funds in FY 2019 until specific projects are identified; Use revenues from existing project (TIP 11614.2) first.	A
11888.6	Regional Airport System Planning Support	RTC/Local	N/A	\$0	\$60,000	\$50,000	\$50,000	\$160,000	Funds provide match for FAA grant and other efforts; if grants are received, may or may not need additional funding; Includes \$10,000 in local match funding for the Regional Airport System Planning Support project (do not use TDCs); project must go through RTC/local review process project must go through RTC/local review process	B
11888.7	Unmanned Aircraft System Planning and Implementation (Ordinance)	RTC/Local	N/A	\$0	\$50,000	\$50,000	\$50,000	\$150,000	Try to fund using TxDOT research dollars (Dave Folten) first and RTC/local funds second; project must go through RTC/local review process	B
11652	Regional Minor Intersection Equipment Program - Pool for future minor improvements such as traffic signal cabinets, etc.	CMAQ	Local/State	\$0	\$0	\$2,500,000	\$0	\$2,500,000	NCTCOG will serve as implementing agency	A
11653	High Speed Rail Initiatives - Planning and Engineering for High Speed Rail Initiatives	RTR	N/A	\$0	\$1,500,000	\$1,500,000	\$1,500,000	\$4,500,000		A

*Funding in total dollars unless requesting TDCs, then amount is 100% federal.

**Buckets: A) Mostly pass-through funds, or B) Mostly staff time

**2015-2018 Regional Air Quality and Management and Operations Initiatives
DRAFT RECOMMENDATIONS**

Draft Proposal*										
TIP Code	Project Description/ Scope of Work	Proposed Funding Source	Proposed Match Source	FY 2015	FY 2016	FY 2017	FY 2018	Total New Funds Requested	Comments	Category**
11654	MPO Planning Support, Technical Expertise, and Assistance, including Innovative Legal and Financial Mechanisms									
	Metropolitan Planning Organization Planning Support, Technical Expertise, and Assistance for Surface Transportation Projects	RTR	N/A	\$0	\$0	\$320,000	\$320,000	\$640,000	Existing funding to support FY2015 and FY 2016 in TIP 20255; new funding requested in FY2017 and FY 2018	B
	Innovative Financial and Legal Coordination	RTR	N/A	\$0	\$100,000	\$112,500	\$125,000	\$337,500	Seek private sector memberships and TxDOT funding for these activities to offset federal request	B
11655	Revenue and Project Tracking, Software Development Project, and Fiscal Management Information Systems									
	Revenue and Project Tracking System and Software Development Project	STP-MM	TDCs	\$0	\$0	\$350,000	\$350,000	\$700,000	Existing funding to support FY 2016 operations; new funding requested FY 2017 and FY 2018	B
	Fiscal Management Information Systems	STP-MM	TDCs	\$0	\$0	\$0	\$400,000	\$400,000		B
11635	Implementation/Administration of Air Quality and Transportation Projects Funded with RTR funds	RTR	N/A	\$626,972	\$0	\$250,000	\$600,000	\$1,476,972	Existing funding to support FY 2016 operations; \$1,476,972 in new funding requested (\$626,972 for RTC/Local repayment and \$850,000 in new RTR funds)	B
11633	Program Oversight Coordination, Including Department Streamlining Initiatives, Procurement, Contracting, DBE Process, and Legal									
	Program Oversight Coordination -- Departmental streamlining policies and procedures coordination; program administration pre-award activities and development	STP-MM	TDCs	\$0	\$0	\$100,000	\$600,000	\$700,000	\$700,000 new funding requested for FY 2017 and FY 2018; need TIP action to move \$432,000 from FY 2016 to FY 2017; New CSJ needed for new funding	B
	Procurement/Contracting/DBE Process	STP-MM	TDCs	\$0	\$0	\$100,000	\$100,000	\$200,000		B
	RTC policy and project coordination - Legal	STP-MM	TDCs	\$0	\$100,000	\$112,500	\$125,000	\$337,500	Seek private sector memberships and TxDOT funding for these activities to reduce federal request	B
11892	Naval Air Station Joint Reserve Base Joint Land Use Development Study - Planning and Administration	RTC/Local	N/A	\$0	\$0	\$50,000	\$50,000	\$100,000	Existing funding to support FY 2016; \$100,000 new funding request; project must go through RTC/local review process	B
11656	Solar Panel Demonstration Project to Save \$10K per Year on Electricity	RTC/Local	N/A	\$0	\$50,000	\$0	\$0	\$50,000	Project must go through RTC/local review process	B

*Funding in total dollars unless requesting TDCs, then amount is 100% federal.

**Buckets: A) Mostly pass-through funds, or B) Mostly staff time

**2015-2018 Regional Air Quality and Management and Operations Initiatives
DRAFT RECOMMENDATIONS**

TIP Code	Project Description/ Scope of Work	Proposed Funding Source	Proposed Match Source	Draft Proposal*					Total New Funds Requested	Comments	Category**
				FY 2015	FY 2016	FY 2017	FY 2018				
11657	Air Quality Marketing and Education										
	Air Quality Marketing	CMAQ	TDCs	\$0	\$450,000	\$725,000	\$750,000	\$1,925,000	AQ team to get RTC approval for specific marketing campaigns; Early RTC action to be requested at the July 2015 meeting to ensure continued program operation through FY 2016	B	
	Air Quality Education	CMAQ	TDCs	\$0	\$600,000	\$600,000	\$600,000	\$1,800,000	Only CMAQ eligible items can be performed; Early RTC action to be requested at the July 2015 meeting to ensure continued program operation through FY 2016	B	
11979.3	Regional Emissions Reduction Program										
	Regional Emissions Reduction Program, Including Emissions Enforcement, Inspection and Maintenance, Idling Restrictions, and Clean Vehicles	STP-MM	TDCs	\$0	\$0	\$1,200,000	\$1,350,000	\$2,550,000	The first \$1,000,000 to be paid from existing funds for staff time, which will be used/reprogrammed for this effort (\$850,000 in FY 2016 & \$150,000 in FY 2017); FY 2017 amount reduced by \$150,000 left over from FY 2016 as noted above; May require TIP action to clarify scope of work	B	
	Field Operations - Includes compliance and on-site inspections	STP-MM	TDCs	\$0	\$0	\$0	\$150,000	\$150,000	Existing funding to support FY 2016 and FY 2017 operations	B	
	Transportation Conformity Technical Assistance	STP-MM	TDCs	\$0	\$120,000	\$180,000	\$240,000	\$540,000		B	
11658	Emissions Reduction Strategies for Ozone Precursors Including Volatile Organic Compound (VOC) Controls and Other Designated Pollutants	CMAQ	TDCs	\$0	\$200,000	\$400,000	\$400,000	\$1,000,000		B	
11659	Purchase/Maintain or lease a NCTCOG transportation department vehicle (low emissions vehicle)	RTC/Local	N/A	\$0	\$10,000	\$10,000	\$10,000	\$30,000	\$30,000 new funding to purchase and maintain a new vehicle; assumes \$10,000 trade-in value of the existing vehicle; therefore, purchase vehicle for no more than \$40,000; may need to lease the vehicle; project must go through RTC/local review process	B	
11660	Air Quality Energy Efficiency Initiatives	RTC/Local	N/A	\$0	\$50,000	\$50,000	\$0	\$100,000	\$100,000 new funding requested for participation in various energy efficiency projects that have air quality benefits (PACE, power plants, solar efforts, etc.); project must go through RTC/local review process	B	

*Funding in total dollars unless requesting TDCs, then amount is 100% federal.

**Buckets: A) Mostly pass-through funds, or B) Mostly staff time

**2015-2018 Regional Air Quality and Management and Operations Initiatives
DRAFT RECOMMENDATIONS**

Draft Proposal*										
TIP Code	Project Description/ Scope of Work	Proposed Funding Source	Proposed Match Source	FY 2015	FY 2016	FY 2017	FY 2018	Total New Funds Requested	Comments	Category**
20268.3	Update Hunt County Transportation Plan to identify improvements to IH 30, SH 66, & US 380 and start a multimodal transportation plan in Collin County including added north/south capacity and east/west connections across the lakes	STP-MM	TDCs	\$0	\$0	\$0	\$1,000,000	\$1,000,000	Spend down existing funds on Hunt and Collin County planning studies first	B
11622	Travel Survey & Data Collection Program -- To provide travel information used to create analytical tools for all planning, air quality, and management project in the MPA	STP-MM	TDCs	\$0	\$0	\$0	\$1,000,000	\$1,000,000	FY 2018 request includes annual household survey, annual purchase of traffic count and speed data and start of the dynamic traffic assignment project (\$500K for sidewire devices awarded through another mechanism)	B
11631	Environmental Justice Activities and Toll roads user survey -- Conduct stated preference survey to assess potential economic implications of a system of toll roads in DFW including environmental justice issues	STP-MM	TDCs	\$0	\$400,000	\$0	\$0	\$400,000	Seek research funding from TxDOT for this effort (any funds received will decrease STP-MM commitment); TIP action also needed to delay existing FY 2015 funds to FY 2016	B
11661	Expedite 404 Permits and Implement Regional Mitigation Bank	RTR	Local	\$0	\$0	\$250,000	\$250,000	\$500,000	Existing funding to support FY 2016 operations; \$500,000 new funding requested	B

*Funding in total dollars unless requesting TDCs, then amount is 100% federal.

**Buckets: A) Mostly pass-through funds, or B) Mostly staff time

**2015-2018 Regional Air Quality and Management and Operations Initiatives
DRAFT RECOMMENDATIONS**

Draft Proposal*										
TIP Code	Project Description/ Scope of Work	Proposed Funding Source	Proposed Match Source	FY 2015	FY 2016	FY 2017	FY 2018	Total New Funds Requested	Comments	Category**
11662	Review and Streamlining of Critical Regional Transportation Projects; Expedite project delivery and environmental permitting/clearances in coordination with transportation agencies	TxDOT	N/A	\$0	\$200,000	\$200,000	\$200,000	\$600,000	New Project; MM to seek funds from TxDOT for this effort	B
				\$626,972	\$7,839,150	\$24,262,969	\$30,705,450	\$63,434,541		

Financial Summary					
Funding Source	2015	2016	2017	2018	Total
CMAQ	\$0	\$3,750,000	\$7,725,000	\$7,350,000	\$18,825,000
STP-MM	\$0	\$2,034,150	\$13,635,469	\$20,140,450	\$35,810,069
RTR	\$626,972	\$1,600,000	\$2,432,500	\$2,795,000	\$7,454,472
RTC/Local	\$0	\$255,000	\$270,000	\$220,000	\$745,000
TxDOT	\$0	\$200,000	\$200,000	\$200,000	\$600,000
Total	\$626,972	\$7,839,150	\$24,262,969	\$30,705,450	\$63,434,541
TDCs	0	390,240	940,720	2,101,270	3,432,230

Category Summary					
Category	2015	2016	2017	2018	Total
A - Mostly pass-through funds	\$0	\$5,314,150	\$18,142,969	\$20,575,450	\$44,032,569
B - Mostly staff time	\$626,972	\$2,525,000	\$6,120,000	\$10,130,000	\$19,401,972
Total	\$626,972	\$7,839,150	\$24,262,969	\$30,705,450	\$63,434,541

*Funding in total dollars unless requesting TDCs, then amount is 100% federal.

**Buckets: A) Mostly pass-through funds, or B) Mostly staff time



PROPOSED AIR QUALITY AND MANAGEMENT/OPERATIONS PROGRAMS AND PROJECTS: Response to New Air Quality Conformity Initiatives

**Regional Transportation Council
July 9, 2015**

Christie J. Gotti
North Central Texas Council of Governments
<http://www.nctcog.org/trans/tip>



BACKGROUND

- **STTC and RTC typically consider extending existing and funding new regional air quality and management/operations programs every few years**
- **In 2012, this review occurred in conjunction with development of the 2013-2016 Transportation Improvement Program (TIP)**
- **Staff has reviewed regional projects/programs in preparation for the 2017-2020 TIP**



PURPOSE AND NEED

- **Covers major programs like the vanpool program, regional traffic signal retiming program, planning and coordination efforts, etc.**
- **Ensures that programs and projects are continued without interruption**
- **Enables us to respond to requests for planning and implementation assistance**
(e.g., environmental justice for toll roads, data collection efforts)



PROJECT TYPES

- **Management & Operations**
(Mobility Assistance Patrol, etc.)
- **Regional Air Quality**
(Vanpool Program, Clean Air Programs/Projects, etc.)
- **NCTCOG-Implemented Regional Projects/
Programs**
(Aviation, Freeway Incident Management, Data Collection, etc.)

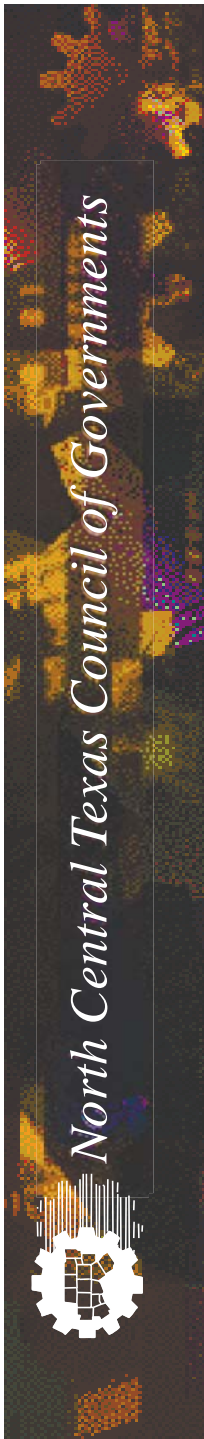
NEW PROGRAMS AND PROJECTS

Program/Project
Land Use/Transportation and Bike/Pedestrian Initiatives (School Siting)
Corridor Studies & Capital Asset Management
Regional ITS Quality Implementation
Regional Minor Intersection Equipment Program
MPO Planning, Support, Technical Expertise, and Assistance, including Innovative Legal & Financial Mechanisms
Revenue and Project Tracking & Fiscal Management/Information Systems
Solar Panel Demonstration (to Save \$10K Per Year on Electricity)
Emission Strategies for Ozone Precursors (VOC Controls)
Air Quality Energy Efficiency Initiatives

FUNDING SUMMARY

(\$ IN MILLIONS)

Funding Category	Total Funding
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	\$18.83
Surface Transportation Program – Metropolitan Mobility (STP-MM)	35.81
Regional Toll Revenue (RTR)	7.45
Regional Transportation Council (RTC) Local	0.74
Texas Department of Transportation (TxDOT) [to be requested]	0.60
Total of All Categories	\$63.43



FUNDING SUMMARY

(\$ IN MILLIONS)

- A portion of funds used by NCTCOG staff to implement regional projects and programs
- The balance is passed through to local or transportation agencies in the region

Category of Expenditure	Funding Amount
NCTCOG Implemented (Staff Time and Consultants)	\$19.40
Pass-Through to Local and Transportation Agencies	44.03
Total	\$63.43

SUMMARY

Staff recommendation:

- **Entails a reduction or consolidation of effort for many projects and programs** (e.g., vanpool, employer trip reduction program)
- **Identifies pools of funding for smaller, air quality projects** (e.g., ITS funding pool, bike/pedestrian improvements)
- **Assigns resources for RTC priorities** (e.g., tracking RTR projects)





PROPOSED DENTON COUNTY RTR/PROPOSITION 1 PARTNERSHIP

- **Through upcoming Proposition 1 project selection, propose to increase Proposition 1 allocation to projects with Denton County RTR funds**
- **Redirected RTR funds proposed to be split 50/50 with Denton County RTR accounts maintaining half and the Regional accounts receiving half**
- **Utilizes State funds for on-system roadways**
- **Frees up RTR funds for regional programs that do not have a clear RTR county account**
- **Anticipate approximately \$45 million total**
 - **\$22.5 million to Denton County RTR Account**
 - **\$22.5 million to Regional Account**



PROPOSED ACTION – THIS MONTH

- **Request early action by the RTC on the Air Quality Marketing and Education Program**
- **Direct staff to administratively amend the TIP to include the proposed funding**

TIMELINE

June 2015

STTC Information

July 2015

RTC Information (Request early action on one project)

STTC Approval

Public Review and Comment

August 2015

RTC Approval

November 2015

TIP/STIP Modification Submittal or Inclusion in the 2017-2020 TIP





QUESTIONS? CONTACT INFORMATION

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**DALLAS - FORT WORTH - ARLINGTON URBANIZED AREA
2015 CALL FOR PROJECTS: DRAFT FUNDING RECOMMENDATIONS**

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (\$5310 PROGRAM)

SCORE	ORGANIZATION	PROJECT NAME	PROJECT DESCRIPTION	REQUESTED FUNDING				RECOMMENDED FOR AWARD				NOTES
				TOTAL	FEDERAL	LOCAL	TDC	TOTAL	FEDERAL	LOCAL	TDC*	
80.8	Kaufman County Senior Citizen Services	Seniors Out of County Medical Transportation	Capital funds to purchase service for non-Medicaid medical trips for seniors to Dallas from Ellis, Rockwall and Kaufman Counties (3 years)	\$ 204,960	\$ 204,960	\$ -	40,992	\$ 204,960	\$ 204,960	\$ -	40,992	
77.2	Community Council of Greater Dallas and MHMR of Tarrant County	Rider Support	Capital funds to hire staff to provide navigation assistance, manage and centralize resource databases, and conduct travel training activities in 16 county region (3 years)	\$ 1,161,452	\$ 1,161,452	\$ -	232,291	\$ 905,860	\$ 905,860	\$ -	181,172	Recommend a continuation of navigation and resource management activities in Dallas and Tarrant Counties only. Not recommending region-wide expansion and travel training activities.
74.6	Senior Center Resources and Public Transit	Increasing Growth in Transit Services	Capital (4 vehicles, preventive maintenance, hardware and mobility management) and operating funds to provide service from Hunt County to destinations within Rockwall, Dallas and Collin County (3 years)	\$ 635,000	\$ 560,000	\$ 75,000	83,500	\$ 539,180	\$ 389,180	\$ 150,000	40,336	Recommend award of 2 vehicles, reduction in hardware and mobility management, and additional operating funds to pilot one direct connection from Hunt County to Dallas County.
67.6	Dallas County HHS Older Adult Services Program	Dallas County HHS Older Adult Services Program	Capital (3 vehicles) to provide service to 11 senior centers located throughout Dallas County (1 year)	\$ 195,000	\$ 195,000		29,250	\$ -	\$ -	\$ -	-	
47	Catholic Charities of Dallas	Transportation to the Brady Senior Center	Capital (preventive maintenance) and operating funds to provide service to 1 senior center in Dallas County (3 years)	\$ 187,666	\$ 123,833	\$ 63,833	12,000	\$ -	\$ -	\$ -	-	

\$ 2,245,245

\$ 1,500,000

Total Federal Funding Available (approx.)	\$1,500,000
Recommended for Award	\$1,500,000
Balance to be carried forward **	\$0

URBANIZED AREA FORMULA PROGRAM - JARC PROJECTS (\$5307 PROGRAM)

SCORE	ORGANIZATION	PROJECT NAME	PROJECT DESCRIPTION	REQUESTED FUNDING				RECOMMENDED FOR AWARD				NOTES
				TOTAL	FEDERAL	LOCAL	TDC	TOTAL	FEDERAL	LOCAL	TDC*	
88.6	Dallas Fort Worth International Airport	DFW TRE Shuttle Service	Capital (4 vehicles and preventive maintenance) and operating funds for shuttle service from TRE Station to DFW Airport Remote South parking lot (3 years)	\$ 4,272,114	\$ 2,724,787	\$ 1,547,327	-	\$ 3,861,365	\$ 2,375,650	\$ 1,485,715	-	Recommend a continuation of project at existing service levels utilizing 3 vehicles. Review Rental Car Center as service alternative.
84	Catholic Charities of Fort Worth	Employment Access	Capital (4 vehicles, preventive maintenance, hardware/software and mobility management), operating and planning funds to provide service in Tarrant County (3 years)	\$ 1,026,916	\$ 699,177	\$ 327,739	10,000	\$ 820,883	\$ 524,350	\$ 296,533	-	Recommend reduction in hardware/software, mobility management and planning funds. Targeted area(s) for service development in Tarrant County should be considered.
72.4	MHMR of Tarrant County	MyRide, MyJob Tarrant	Capital funds to hire staff to provide navigation assistance, coordination support, and conduct travel training activities in Tarrant County (3 years)	\$ 739,649	\$ 591,719	\$ 147,930		\$ -	\$ -	\$ -	-	

\$ 4,015,683

\$ 2,900,000

Total Federal Funding Available (approx.)	\$2,900,000
Recommended for Award	\$2,900,000
Balance to be returned to DART and The T***	\$0

* Transportation Development Credits (TDCs) for "Strategic Awards to Small Transit Providers" are recommended for award. TDCs are credits (not dollars) used to leverage federal funds in lieu of local cash match. The result is the capital portion of the project will be 100% federally funded.

** Congress has yet to finalize Fiscal Year 2015 appropriations for Federal Transit Administration funding programs. If the final amount of funding is more than staff estimated, then the difference between the awarded amounts will be carried over to the next Call for Projects. If the final amount is less than staff estimated, then the lowest awarded project will be reduced.

*** Congress has yet to finalize Fiscal Year 2015 appropriations for Federal Transit Administration funding programs. If the final amount of funding is more than staff estimated, then the difference between the awarded amounts will be returned to Dallas Area Rapid Transit and the Fort Worth Transportation Authority. If the final amount is less than staff estimated, then the lowest awarded project will be reduced.

Regional Transportation Council Attendance Roster
July 2014-June 2015

RTC MEMBER	Entity	7/10/14	8/14/14	9/11/14	10/9/14	11/13/14	12/11/14	1/8/15	2/12/15	3/12/15	4/9/15	5/14/15	6/11/15
Douglas Athas (06/13)	Garland	P	P	P	P	P	P	P	P	P	P	P	E
Brian Barth (09/13)	TxDOT, FW	P	P	P	P	P	P	P	P	P	E(R)	P	P
Carol Bush (01/15)	Ellis Cnty	--	--	--	--	--	--	P	P	E(R)	P	P	E
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	P	P	P	P	P	A	P	P	P
Sheri Capehart (7/06)	Arlington	P	E	P	P	P	P	P	P	P	P	P	E
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	E(R)	P	P	P	P	P	P	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Mark Enoch (12/06)	DART	A	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	E	P	P	P	A	P	P	P	P	P	E(R)	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	P	P	E	P	E	P	P
Sandy Greyson (11/11)	Dallas	P	P	P	P	P	P	P	P	E	P	P	P
Mojoy Haddad (10/14)	NTTA	--	--	--	P	A	A	P	P	P	P	A	P
Roger Harmon (1/02)	Johnson Cnty	P	A(R)	E	P	P	P	P	E(R)	E(R)	P	P	E(R)
Clay Jenkins (04/11)	Dallas Cnty	P	P	P	A	P	P	P	P	A	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	E(R)	P	P	P	P	P	P	A(R)	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Lee Kleinman (09/13)	Dallas	P	P	E	P	A	P	E	E	E	E	P	P
Stephen Lindsey (10/11)	Mansfield	E	P	P	E(R)	P	P	P	P	P	P	E	P
Brian Loughmiller (04/15)	McKinney	--	--	--	--	--	--	--	--	--	P	P	A
David Magness (06/13)	Rockwall Cnty	E	P	P	P	E(R)	E	P	P	A	P	P	P
Scott Mahaffey (03/13)	FWTA	P	P	P	P	P	P	P	P	P	P	P	P
Matthew Marchant (07/08)	Carrollton	E	P	P	P	P	P	P	P	A	P	P	P
Maher Maso (10/08)	Frisco	A(R)	P	E(R)	E(R)	E(R)	E(R)	P	P	A	E	E(R)	E(R)
Stan Pickett (06/15)	Mesquite	--	--	--	--	--	--	--	--	--	--	--	P
Mark Riley (1/09)	Parker Cnty	P	E(R)	P	P	P	P	P	P	P	P	P	P
Kevin Roden (6/14)	Denton	P	P	P	P	P	A	P	P	A	P	P	P
Amir Rupani (11/14)	Dallas	--	--	--	--	P	P	A	P	P	P	P	P
Kelly Selman (02/15)	TxDOT, Dallas	--	--	--	--	--	--	--	P	P	E(R)	P	P
Lissa Smith (6/12)	Plano	P	P	A	P	P	P	P	P	P	E	P	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	E(R)	E(R)	P	P	P	P	P	E(R)	P
Oscar Trevino (6/02)	Nrth Rch Hills	P	E	P	E(R)	P	P	P	P	A	P	E(R)	P
William Velasco (11/11)	Dallas	P	A(R)	P	P	E	A	P	E	P	P	E	A
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	P	P	P	P	P	P
Bernice Washington (4/09)	DFW Airport	P	P	P	P	P	E	P	P	E(R)	P	P	E(R)
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	P	E(R)

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)

REFERENCE ITEM 10.1

Regional Transportation Council Attendance Roster
July 2014-June 2015

RTC MEMBER	Entity	7/10/14	8/14/14	9/11/14	10/9/14	11/13/14	12/11/14	1/8/15	2/12/15	3/12/15	4/9/15	5/14/15	6/11/15
B. Glen Whitley (2/97)	Tarrant Cnty	E	P	P	E	E	P	P	P	P	E	P	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
Zim Zimmerman (9/12)	Fort Worth	E	P	P	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)

Surface Transportation Technical Committee Attendance Roster

April 2014-May 2015

STTC MEMBERS	Entity	4/25/14	5/23/14	6/27/14	7/25/14	8/22/14	9/26/14	10/24/14	12/5/14	1/23/15	3/27/15	4/24/15	5/22/15
Antoinette Bacchus	Dallas Cnty	P	A	A	A	A	A	A	A	A	A	P	P
Paul Ballard	FWTA	--	--	--	--	--	--	--	--	--	--	P	P
Bryan Beck	Fort Worth	P	P	P	P	P	P	A	A	P	A	P	A
Kristina Brevard	DCTA	--	--	--	--	--	--	--	--	P	P	P	P
Keith Brooks	Arlington	P	P	P	P	P	P	A	P	P	P	P	P
John Brunk	Dallas	P	P	P	P	P	P	P	P	A	P	P	P
Mohammed Bur	TxDOT, Dallas	--	--	--	--	--	--	P	P	P	P	P	A
Chris Burkett	Mansfield	P	R	P	R	R	P	R	P	P	R	R	R
Loyl Bussell	TxDOT, FW	P	P	A	P	P	P	P	P	P	P	P	P
Jack Carr	Plano	P	P	P	P	P	P	P	P	P	A	P	P
Dave Carter	Richardson	P	P	P	P	P	A	P	P	A	P	P	P
John Cordary, Jr.	TxDOT, FW	--	--	--	--	--	--	--	--	--	P	P	P
Hal Cranor	Eules	A	P	P	A	P	A	P	P	P	P	R	P
Clarence Daugherty	Collin County	--	--	--	--	--	A	P	P	P	P	A	P
Chad Davis	Wise Cnty	A	P	P	P	A	P	P	A	A	P	P	P
Greg Dickens	Hurst	P	R	P	R	P	R	R	R	R	P	A	A
Sherrelle Diggs	Rowlett	P	P	A	P	P	A	A	A	P	A	P	P
Massoud Ebrahim	Greenville	A	P	P	P	A	P	A	R	P	A	A	P
Chad Edwards	DART	--	--	--	--	--	P	P	P	P	P	P	P
Claud Elsom	Rockwall Cnty	P	P	A	P	A	P	A	P	P	P	P	P
Holly Ferguson	TCEQ	--	--	--	A	A	A	A	A	P	A	P	P
Keith Fisher	Keller	A	A	A	P	P	P	P	R	P	P	P	P
Eric Fladager	Fort Worth	P	P	P	P	P	A	A	P	P	P	P	P
Chris Flanigan	City of Allen	P	R	P	P	R	P	R	P	P	A	R	P
Gary Graham	McKinney	P	P	P	P	R	P	R	R	R	P	R	P
Tom Hammons	City of Carrollton	A	P	A	A	A	A	A	A	A	A	P	A
Curvie Hawkins	FWTA	P	P	P	P	P	P	P	A	A	A	P	P
Chris Holsted	Wylie	A	R	P	P	A	P	P	P	P	A	P	A
Thomas Hoover	Bedford	A	A	A	A	A	P	A	A	A	P	A	A
Matthew Hotelling	Flower Mound	P	P	P	P	A	A	P	P	P	P	P	P
Kirk Houser	City of Dallas	P	P	P	P	P	A	P	P	P	P	A	A
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	--	--	--	--	P	P	R	P	P	P	R	P
Paul Iwuchukwu	Arlington	A	P	P	P	P	P	P	P	P	P	P	P
Tim James	Mesquite	P	A	R	P	P	A	P	P	A	P	P	P
David Jodray	Fort Worth	A	P	P	P	P	P	P	P	P	P	P	P
Kelly Johnson	NTTA	A	P	A	A	A	A	P	A	A	A	A	A
Tom Johnson	DeSoto	A	P	P	P	P	A	P	A	P	P	P	A
Sholeh Karimi	Grand Prairie	A	A	P	P	P	P	P	P	P	P	P	P
Chiamin Korngiebel	Dallas	A	R	P	P	P	A	P	A	P	P	A	A
Richard Larkins	Grapevine	--	--	--	--	--	--	--	--	--	P	A	P

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster

April 2014-May 2015

STTC MEMBERS	Entity	4/25/14	5/23/14	6/27/14	7/25/14	8/22/14	9/26/14	10/24/14	12/5/14	1/23/15	3/27/15	4/24/15	5/22/15
Paul Luedtke	Garland	P	P	P	A	P	A	P	A	P	A	A	P
Stanford Lynch	Hunt Cnty	P	P	R	P	R	P	P	A	P	R	R	A
Rick Mackey	TxDOT Paris	A	A	A	A	P	P	P	P	P	P	A	P
Srini Mandayam	Mesquite	P	P	P	P	P	P	P	P	P	P	A	R
Geroge Marshall	Coppell	A	P	P	P	P	A	A	P	P	R	R	P
Clyde Melick	Waxahachie	P	P	P	P	P	P	P	P	P	P	P	P
Laura Melton	Burleson	--	--	--	A	A	A	A	A	A	A	A	A
Brian Moen	Frisco	R	A	A	A	A	A	A	A	A	A	P	A
Cesar Molina, Jr.	Carrollton	P	A	P	A	P	P	P	P	P	A	A	P
Lloyd Neal	Plano	P	P	P	P	A	A	P	P	P	A	P	P
Mark Nelson	Denton	P	R	P	P	P	P	P	P	P	P	P	A
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Overton	Dallas	--	--	--	--	--	--	A	P	A	P	P	P
Dipak Patel	Lancaster	P	A	P	R	P	P	P	P	P	P	P	P
Todd Plesko	DART	P	P	P	P	P	P	A	P	P	P	P	P
John Polster	Denton Cnty	P	P	P	P	P	P	P	P	P	P	P	A
Lisa Pyles	Town of Addison	P	A	A	A	A	A	A	A	A	A	P	P
William Riley	Tarrant Cnty	P	P	P	P	P	P	P	P	P	P	A	P
Greg Royster	DFW Int. Airport	P	P	P	P	A	A	P	P	P	P	P	P
Moosa Saghian	Kaufman County	--	--	--	--	--	--	--	--	--	--	--	P
David Salmon	Lewisville	A	R	P	P	P	R	P	P	R	P	R	A
Elias Sassoon	Cedar Hill	A	P	R	A	A	R	P	P	P	P	P	R
Gordon Scruggs	The Colony	P	P	P	P	P	P	A	P	R	P	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	--	--	--	--	--	--	--	--	P	A	P	P
Randy Skinner	Tarrant Cnty	P	P	A	P	P	P	P	P	P	A	P	A
Caleb Thornhill	Plano	--	--	--	A	P	P	P	A	P	P	A	P
Mark Titus	Richardson	P	P	P	P	P	P	P	P	P	P	P	P
Jonathan Toffer	Dallas Cnty	A	A	A	P	A	A	A	A	P	P	A	A
Timothy Tumulty	Rockwall	--	--	P	P	P	A	A	R	P	P	A	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Vedral	Irving	A	A	P	P	A	P	P	P	P	A	P	A
Caroline Waggoner	North Richland Hills	--	--	--	--	--	A	P	P	P	P	P	P
Jared White	Dallas	A	P	A	P	P	A	P	P	P	P	P	P
Bill Wimberley	Hood County	P	P	P	A	P	P	P	P	P	P	R	P
Alicia Winkelblech	Arlington	P	P	P	P	P	P	A	P	P	R	R	P
Mykol Woodruff	TxDOT, Dallas	--	--	--	--	--	--	--	--	--	P	P	P

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R =Represented -- =Not yet eligible to attend

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE May 22, 2015

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, May 22, 2015, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Paul Ballard, Kristina Brevard, Keith Brooks, John Brunk, David Boski (representing Chris Burkett), Loyl Bussell, Jack Carr, Dave Carter, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Sherrelle Diggs, Massoud Ebrahim, Chad Edwards, Claud Elsom, Holly Ferguson, Keith Fisher, Eric Fladager, Chris Flanigan, Gary Graham, Curvie Hawkins, Matthew Hotelling, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, David Jodray, Sholeh Karimi, Richard Larkins, Paul Luedtke, Ricky Mackey, Yang Jin (representing Srin Mandayam), George Marshall, Clyde Melick, Cesar Molina Jr., Lloyd Neal, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Lisa Pyles, William Riley, Greg Royster, Moosa Saghian, Robert Woodbury (representing Elias Sassoon), Gordon Scruggs, Lori Shelton, Walter Shumac III, Caleb Thornhill, Mark Titus, Timothy Tumulty, Gregory Van Nieuwenhuize, Caroline Waggoner, Jared White, Bill Wimberley, Alicia Winkelblech, and Mykol Woodruff.

Others present at the meeting were: Vickie Alexander, Brian Barth, Carli Baylor, Adam Beckom, Bob Best, Ken Bunkley, Michael Burbank, Lori Clark, Michael Copeland, Jory Dille, Kevin Feldt, Holly Ferguson, David Gattis, Mike Grace, Jill Hall, Rebekah Hernandez, Chris Hoff, Terry Hughes, Dan Kessler, Chris Klaus, Dan Lamers, April Leger, Kurt Lehan, Rachel Linnewiel, Sonny Loper, Chad McKeown, Bruce Nipp, Manny Palacios, Donald Parker, Chris Reed, Kyle Roy, Kelly Selman, Samuel Simmons, Scot Smith, Jahnae Stout, Kendall Wendling, Amanda Wilson, Brian Wilson, and Ralph Zaragoza.

Chair Gregory Van Nieuwenhuize introduced new member Moosa Saghian, Kaufman County.

1. **Approval of April 24, 2015, Minutes and Recognition of Members:** The minutes of the April 24, 2015, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); Cesar Molina Jr. (S). The motion passed unanimously.

Michael Morris recognized Brian Barth and Kelly Selman for their membership on the Surface Transportation Technical Committee and also congratulated them for their appointment to the Regional Transportation Council.

2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A motion was made to recommend Regional Transportation Council ratification of a May 2015 administrative amendment to the 2015-2018 Transportation Improvement Program provided in Reference Item 2.1.
 - 2.2. **Unified Planning Work Program Modifications:** A motion was made to recommend Regional Transportation Council approval of modifications to the FY2014 and FY2015 Unified Planning Work Program provided in Reference Item 2.2.1. Additional information was provided in Electronic Item 2.2.2.

Cesar Molina Jr. (M); Curvie Hawkins (S). The motion passed unanimously.

3. **Endorsement of Transportation Investment Generating Economic Recover VII Project Ideas:** Adam Beckom briefed the Committee on the seventh round of the Transportation Investment Generating Economic Recovery (TIGER 2015) Discretionary Grant Program. In this round of funding, \$500 million is available, of which \$100 million is available for rural areas and \$100 million for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans. Only \$125 million is available to any one state and individual request have a \$10 million minimum and \$200 million maximum. In addition, only three applications can be submitted per agency. Funding is available for capital projects only (no planning projects), with a 20 percent local match requirement. It was noted that higher matching percentages make projects more competitive. All funds must be obligated before September 2017 and fully expended by September 2022. Waivers to extend deadlines are not allowed in this round of funding. A copy of the notice of funding availability was provided in Electronic Item 3.1. Previous TIGER program submittals were provided in Electronic Item 3.2, and Mr. Beckom specifically highlighted last year's submittals through the TIGER VI program. Current proposed project submissions include: 1) regional connections through technology and system integration project for \$10 million with \$2.5 million in local match, 2) IH 35W/ IH 30 managed lane project (including guaranteed transit concept) for \$20 million with \$15 million in local match, and 3) Park Lane/Vickery Meadows complete street project for \$10-\$13 million with \$5-9 million in local match. Mr. Beckom noted that the Regional Transportation Council (RTC) took action on the projects at its May 14 meeting and that applications are due to the United States Department of Transportation on June 5. Additional details were provided in Reference Item 3.3. A motion was made to endorse the projects submitted for the TIGER 2015 Discretionary Grant Program by NCTCOG and the RTC in Reference Item 3.3 and to administratively amend the 2015-2018 Transportation Improvement Program/Statewide Transportation Improvement Program if projects are selected for funding. Dave Carter (M); Paul Luedtke (S). The motion passed unanimously.
4. **"Characteristics of Premium Transit Services" and "This Is It: Passenger Transit":** Michael Morris briefed the Committee on a concept for advanced public transportation to take advantage of the growing network of tolled managed lanes. He discussed a study completed through the Transit Cooperative Research Program to identify characteristics of premium transit services, the results of which may help the region increase the success of transit. Research sought to understand key factors, beyond travel time and cost, that impact choice of mode. Findings show a possible benefit equal to 13-29 minutes of in-vehicle travel time when characteristics of premium transit are used. Three types of characteristics are important to transit users, including onboard amenities such as wireless internet networks and working surfaces, station design features such as proximity to services, and other attributes such as reliability. Mr. Morris noted that staff would like to work with the transit agencies to integrate findings from the study into a pilot corridor in the region. He discussed potential pilot projects in the tolled managed lanes on IH 30 that will potentially include a guaranteed transit time. This will increase the productivity of the park-and-ride lots in the areas and be integrated with the guaranteed ride home and carpool mobile phone applications. In addition, transit vehicles were included in the IH 35W Transportation Infrastructure Finance and Innovation Act loan application that will be submitted through the TIGER 2015 program and could be a second corridor for consideration. He noted that all three transit agencies will be involved in discussions regarding premium characteristics, not necessarily in competition with rail investments. Mr. Morris also discussed "This Is It: Passenger Transit." He discussed a recent meeting with the president of the University of Texas in Arlington regarding public transit. He discussed current planning strategies for transit, noting that often transit is not viewed from the business standpoint for institutions such as universities, medical, and special events. Staff has been challenged to include

ideas from the business standpoint when communicating the importance of public transportation as marketing and implementation plans are developed. Chad Edwards asked if these efforts will be focused mainly outside of the current service areas. Mr. Morris discussed a possible idea to buy a station to conduct a pilot study regarding the proximity of services or amenities around a transit station, which would not necessarily be only outside the service areas.

5. **High Occupancy Vehicle Subsidy Report:** Michael Burbank provided an overview of the most recent managed lane performance report. Members were reminded of the Regional Transportation Council (RTC) managed lane policies implemented in June 2013 that specify high occupancy vehicle (HOV) users receive a 50 percent discount during peak periods with RTC responsible for the discount. These discounts are currently being paid for the North Tarrant Express and the opened portions of LBJ Express. As part of the adoption of the Tolled Managed Lane and Express Lane/High Occupancy Vehicle Lane policy, the RTC requested regular reports regarding performance of the managed lane system. As of February 2015, approximately \$76,000 has been spent on the HOV 2+ subsidy. Related to North Texas Tollway Authority customer service demands, there have been no reported problems or excessive demands. In addition, members were interested in the performance aspects of the roadway. To date, there have been no instances where speeds have dropped below 35 miles per hour other than icy road conditions in February. Details of expenditures for each facility were provided in Electronic Item 5, and staff will continue to provide updates to members on a quarterly basis. Curvie Hawkins asked about the managed lane toll policy for transit vehicles. Michael Morris noted that transit vehicles are not charged to use the facilities at any time.
6. **Unmanned Aircraft:** Michael Branum briefed the Committee on regional planning and coordination to locally integrate the use of small unmanned aircraft systems (UAS). The Federal Aviation Administration (FAA) defines small unmanned aircraft as weighing less than 55 pounds, and includes the unmanned aircraft itself and the associated hardware, software, and human elements of operating the equipment. In 2012, North Central Texas Council of Governments (NCTCOG) staff authored a UAS report as part of its five-year aviation system planning effort. Through this effort, staff made several recommendations related to data collection, planning, and communication regarding UAS. In addition, the FAA has dedicated a significant amount of time and effort towards the integration of this technology from policy outlined in the 2012 Federal Aviation Administration Modernization and Reform Act. Since then, there has been a significant increase in the capabilities and uses of the technology, as well as concern regarding the safe integration of technology into the national air space. The Air Transportation Technical Advisory Committee (ATTAC) provided staff with a list of concerns related to privacy, conflict with manned aircraft, notification/approval, and operator training/education. As a result, UAS workshops were conducted and an online clearing house was developed. During the most recent workshop, a survey was conducted with the committee, public law enforcement, emergency preparedness, and aviation industry stakeholders. A significant majority of participants indicated that a framework is needed to assist reporting unauthorized UAS activity and that assessment of potential UAS impacts to airspace is needed. A guidance report was also developed and accepted by ATTAC in April 2015. This preliminary report outlines the current policy for operations of unmanned aircraft and includes recommendations for local-level integration. Details, including the clearing house and preliminary report, are available at www.nctcog.org/uas. Mr. Branum highlighted several ways this technology can be used for transportation at the local level, including accident recreation, asset management, traffic counts, and monitoring. Examples of aerial mapping imagery were highlighted. He also

noted that there has been progress in the current legislative session regarding unmanned aircraft. Chad Davis asked who enforces unmanned aircraft policies. Mr. Branum noted that federal enforcement is regulated by FAA as it applies to airspace. At the state level, there are 19 ways in which UAS can be legally used to acquire imagery in Texas. At the local level, there is concern and confusion regarding how municipalities can enforce unauthorized and reckless use of technology. Regulation is an area that NCTCOG staff and regional stakeholders will be discussing related to unmanned aircraft.

7. **SH 161 Shoulder Project:** Jory Dille provided a status report on various aspects of the bottleneck improvement project on SH 161 that extends from Conflans Road to SH 114 in Irving. The one-year pilot study is an effort to improve the bottleneck occurring in the northbound lanes during the morning and in the southbound lanes during the afternoon. Data collection was highlighted, including peak congestion locations and times. In addition, he noted illegal median crossings, queue jumping, and frontage road uses that staff expects will be minimized as congestion lessens. Three project components will be utilized in the pilot program to reduce congestion. The median shoulder will be utilized for travel northbound from 6-10 am and southbound from 2-7 pm. ITS and signage will be used, including cameras, dynamic messaging signs, illuminated lane control signals, and static signage throughout the corridor. In addition, wreckers will be staged to expedite incident management during the peak period and to clear the shoulder of debris prior to opening and closing the lane. Mr. Dille noted that the project is anticipated to open to the public in late June. Prior to opening, public outreach events will be conducted to inform and educate the public. Project improvement details were provided in Electronic Item 7. Greg Royster asked if any thought has been given to opening the shoulder for usage permanently and during all hours of the day in an effort to cause less confusion for the users. Mr. Dille noted that the pilot study may be extended, but that there is also a permanent solution for the facility. In addition, he noted that information from the pilot project may be used in other areas of the state and region.
8. **State and Federal Legislative Update:** Rebekah Hernandez provided a federal legislative update. A lot of movement. She noted that Moving Ahead for Progress in the 21st Century (MAP-21), the current surface transportation authorization bill, expires May 31, 2015. The House has passed a two-month extension pending Senate approval. The Highway Trust Fund is also expected to run out of money around the end of July so if a bill is passed through the end of July Congress will need to act again either on another extension or a longer-term bill. In the meantime, the Senate Environment and Public Works Committee announced plans to consider a six-year surface transportation reauthorization Bill in June. This committee only has jurisdiction over the highway portion of the bill so other committees will also have to take action. Ms. Hernandez also provided an update regarding the Texas Legislature, specifically related to RTC legislation to actively pursue. Related to additional revenue, Conference committee members on HB 1 have announced their final decisions and passed a committee conference report. The full House and Senate must still give their final approval. In the budget, they did agree to approximately \$3.6 billion in additional funds for transportation over the next two years. This does not include any funds that may come from SJR 5. The House and Senate had passed different versions so another conference committee is working out the differences. Depending on results of the conference committee and pending a final vote an additional \$2.5 billion in the motor vehicles sales tax or \$3 billion annually in the state sales tax for non-tolled and also pending voter approval in a 2016 election because constitutional amendment. Regarding retaining limited authority for TxDOT to enter into public private partnerships on specific projects, there has not been any legislation that has moved forward. SB 1045 proposed a new financing method to move the

IH 635E project forward but the bill has come up against legislative deadlines and can only move forward if it were amended to a related bill. For the position to support full funding of the AirCheckTexas Program, the conference committee on the budget did include the Senate version of the funding for the program, which is fully funding roughly equal to what is being collected. This will become effective once the budget is voted and final, likely September 1. Relate to high-speed rail, all of the detrimental bills have run out of time. One pending rider in the Senate passed version of the budget that would have prohibited TxDOT from using state funds on high-speed rail has been removed so it is dead unless it is amended or comes up on a different bill. Additional bills of interest related to RTC items to support or monitor were highlighted. HB 13 would require project selection and funding requirements for TxDOT, the Texas Transportation Commission, and MPOs. It would require TxDOT to review funding categories and formulas, and public discussion if funding decisions deviated from any formulas. In addition, MPOs would be required to develop a 10 year plan. Similarly, HB 20 would require TxDOT to develop more performance-based planning and also require TxDOT to develop project prioritization guidelines. One difference is the creation of a legislative committee for oversight. HB 735 would collect the number of alternative fuel vehicles registered, HB 1633 would require notification to drill oil and gas wells near a TxDOT easement, and SB 714 would prohibit red light cameras. Members noted that the bill was unanimously opposed. Ms. Hernandez reviewed upcoming legislative deadlines noted that the last day of session was June 1. Dan Kessler discussed current movement in the legislation session and its potential impacts to the MPO, specifically noting the bill that would require MPOs above a certain population to broadcast policy meetings live. Updates will continue to be provided.

9. **Dallas-Fort Worth Region High-Speed Rail Initiatives Update:** Kevin Feldt provided an update on recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth region and staff actions to advance the initiatives. He noted that the Regional Transportation Council had the foresight to set policy for the region regarding the high-speed rail initiative in advance of any serious project efforts. There are three primary concepts to the policy, including: 1) reviewing all options for the environmental process, 2) the three-station concept (including downtown Fort Worth, Arlington, and downtown Arlington), and 3) high-speed rail system integration to ensure a "one-seat ride." Mobility 2035 – 2014 Amendment includes three distinct projects, which were highlighted. The first study is the Dallas-Houston corridor being conducted by the Texas Central Railway group. Two possible Dallas station locations were recently selected, as well as two alignment options for the corridor. Other potential station locations include Houston and a Bryan/College Station/Huntsville option. A record of decision is expected in the summer of 2016. Additional project information is available at www.texascentral.com. The second study is the Texas-Oklahoma Passenger Rail Study. The 850-mile corridor extends from Oklahoma City to South Texas and includes potential alignments between Dallas and Fort Worth. The study recommended three route alternatives with alignments in the Dallas-Fort Worth area including IH 35E, IH 35W, and an alternate route between potentially using SH 360. A record of decision is expected in the summer of 2016. The third study is the DFW Core Express Service project, a 30-mile corridor. The DFW High Speed Rail Commissioner provides oversight for the projects and is seeking funding opportunities, primarily from the community and other agencies such as the federal government. Potential alignments include the TRE corridor, the IH 30 corridor. In addition, NCTCOG has asked them to investigate two additional hybrid alignments that would for access to Arlington between Dallas and Fort Worth. A record of decision is expected in the spring of 2017. A visual of the one seat ride option was highlighted connecting Houston, Dallas, Fort Worth, Austin, San Antonio, and potentially south into Mexico.

10. **Development of FY2016 and FY2017 Unified Planning Work Program:** Vickie Alexander presented a summary on the development of the proposed FY2016 and FY2017 Unified Planning Work Program (UPWP). The UPWP documents activities to be carried out by the Metropolitan Planning Organization utilizing federal transportation formula funds over the specified timeframe and is a cooperative effort with local governments and transportation agencies in the region. In February, correspondence was sent to local partners seeking regional project ideas or technical assistance needs from NCTCOG. Staff reviewed and evaluated the submittals from local partners for eligibility and consideration of inclusion in the document. The draft document must be submitted to the Texas Department of Transportation (TxDOT) by June 5, 2015, at which time a copy of the FY2016 and FY2017 UPWP will be provided to STTC. Ms. Alexander reviewed the format of the UPWP and highlighted the information to be included such as major tasks, objectives, expected products, work descriptions, summary of funding to be utilized, and accomplishments from the previous two-year UPWP. Reference Item 10, provided at the meeting, contained an inventory of submittals received. A total of 34 submittals were received from 17 agencies. Of the total, at this time 27 projects are recommended for inclusion in the document, 5 projects are not recommended, and 2 projects are pending further review. Members were encouraged to review the projects contained in Reference Item 10 and asked to contact the lead manager identified for any questions. Ms. Alexander also provided a financial summary for Transportation Planning Funds. She noted that the UPWP is developed in coordination with the agency budget, and contains a summary of federal formula planning funds for the specific two-year period. Staff anticipates having approximately \$5.3 million in Federal Transit Administration (FTA) 5303 funds, \$13 million in Federal Highway Administration PL funds, and \$6.2 million in FY2015 carry-over funds for a total of approximately \$24.6 million in transportation planning funds based on current estimates. Pending necessary budget refinements, staff anticipates approximately \$20 million in expenditures leaving approximately \$4.6 million to carry over to FY2018. It was noted that these amounts are based on current estimates under Moving Ahead for Progress in the 21st Century. The development schedule was reviewed, and it was noted that the draft FY2016 and FY2017 UPWP was due to TxDOT by June 5 for review and comment, with the final document due to TxDOT by August 3. The development schedule and other details are available at www.nctcog.org/trans/admin/upwp. Dan Kessler noted to transit partners that staff is continuing review of their submittals and that follow up conversations would occur in the next several weeks following the meeting.
11. **Fast Facts:** Jody Loza provided an update regarding the 2015 ozone season. At the time of the meeting, the region had experienced three exceedance days. Details were provided in Electronic Item 11.1.

Jody Loza also provided an update regarding 2014 transportation conformity. Staff continues to work with the Federal Highway Administration for a final determination, which is expected prior to the June RTC meeting. Once received, a notification will be provided to Surface Transportation Technical Committee (STTC) and Regional Transportation Council members via e-mail.

Rachel Linnewiel highlighted current air quality funding opportunities for vehicles. She specifically noted the North Central Texas Council of Governments (NCTCOG) 2015 Clean Diesel Call for Partners targeting vehicles or equipment used for goods movement purposes at locations such as terminals, intermodal facilities, rail yards, and airports. She also noted the Texas Commission on Environmental Quality (TCEQ) Light Duty Motor Vehicle

Purchase or Lease Incentive Program that provides incentives for the purchase or lease of eligible or new alternative fuel vehicles. Details were provided in Electronic Item 11.2.

Jeff Hathcock discussed the SmartWay Affiliate award. NCTCOG has been recognized by the Environmental Protection Agency as one of seven SmartWay Affiliate challenge award honorees for supporting and promoting the goals and strategies of the SmartWay program that strives to improve fuel efficiency and environmental performance of the freight industry by reducing both air pollution and fuel consumption. Details were provided in Electronic Item 11.3.

Whitney Vandiver highlighted information regarding this year's Clean Air Action Day, June 26, 2015. This is the day of the regularly scheduled STTC meeting and members were presented with the challenge to carpool, use an alternative fuel vehicle, use transit, or some other initiative through their organization to improve air quality. A choice of prizes will be available for participants. Details were provided in Electronic Item 11.4 and a handout was provided at the meeting.

Chad McKeown announced an upcoming RTC Mobility 2040 workshop. Originally, staff planned to hold the workshop in June, but decided to tentatively schedule the workshop for July 9, 2015, to give staff time to better evaluate the financial and policy issues resulting from the legislative session.

Brian Wilson highlighted the Proposition 1 fact sheet provided in Electronic Item 11.5.

Jahnae Stout discussed the current public input opportunity that extends through June 9, 2015. Details were provided in Electronic Item 11.6.

The current Local Motion was provided in Electronic Item 11.7, and transportation partner progress reports were provided in Electronic Item 11.8.

12. **Other Business (Old and New):** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on June 26, 2015, at the North Central Texas Council of Governments.

The meeting adjourned at 3:20 pm.

local motion

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

July 2015 | nctcog.org/localmotion

2040 demographics information available

Demographics information forecasting the Dallas-Fort Worth area's population and employment in 2040 was recently approved by the NCTCOG Executive Board and is now available for download.

The numbers indicate the region of almost 7 million will add more than 3.5 million people by 2040, growing to 10.7 million. Employment is expected to eclipse 6.7 million. This information will be used to plan Mobility 2040, the region's next long-range plan.

It is available at RDC.nctcog.org

Meetings

July 9, 1 pm

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

July 24 1:30 pm

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

July public meeting information is available at NCTCOG.org/meetings.

TEX Rail moves a step closer to construction

Residents on the region's western side may soon be able to board a train for Dallas/Fort Worth International Airport and connect to other parts of the region through an evolving rail system.

The Fort Worth Transportation Authority (The T) announced last month that it has received approval from the Federal Transit Administration to advance TEX Rail, its long-pursued passenger rail service, into the engineering phase, which immediately precedes the start of construction.

After the announcement that the project had entered the engineering phase, The T ordered eight new rail cars for the line from Stadler Bussnang AG. The order was placed now to allow the vehicles to be completed, delivered and tested by 2018, the expected debut of TEX Rail passenger rail service. Staff will also need to be trained before service debuts.

The TEX Rail commuter rail will carry passengers along a 27-mile corridor from downtown Fort Worth, northeast across Tarrant County, to Grapevine and into Terminal B at DFW Airport. Ten stations are planned along the line. Daily ridership is anticipated to exceed 10,000 in the service's first year, according to The T. TEX Rail will be the latest improvement to the region's growing passenger rail system. Last August, Dallas Area Rapid Transit introduced Orange Line service to DFW Airport, terminating at Terminal A. (A pedestrian connection will allow TEX Rail passengers to access the DART line.) With completion of TEX Rail, the Dallas-Fort Worth area's three public transportation agencies will offer 180 miles of rail transit. The entire network has been built since 1996.

On the Web: TEXRail.com



North Central Texas
Council of Governments

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.

Former RTC member Keever wins Pitstick Award

Former Regional Transportation Council member Geralyn Keever received the William J. Pitstick Regional Excellence Award last month at NCTCOG's 49th Annual General Assembly Meeting in Hurst. During her term on the RTC, where she represented McKinney and nearby cities, Keever helped advance several projects in Collin County. She was also a member of the Dallas Regional Mobility Coalition and a McKinney city councilmember. Prior to her time on the city council, she served on the McKinney ISD school board, as well as several other municipal boards and commissions. The Pitstick Award is presented by NCTCOG annually to an individual who has demonstrated commitment to good, strong representative local government and a spirit of regionalism by promoting cooperation and coordination among residents and elected officials. The General Assembly also approved a new Executive Board, electing the following officers for the next year: President John Horn, Hunt County Judge; Vice President Lissa Smith, Plano Mayor Pro Tem; and Secretary-Treasurer Tom Lombard, North Richland Hills City Councilmember. The General Assembly also added four director positions to maintain equitable regional representation, expanding the board to 17 voting members.

New park-and-ride lot open near IH 30 in Grand Prairie

With easy access to Interstate Highway 30 and near major interchanges with north-south roads, the newly opened free park-and-ride lot in Grand Prairie is en route to employment destinations and popular sports and entertainment attractions, making it ideal for North Texans carpooling to work and special events.

The park-and-ride lot, near IH 30 and Beltline Road, which has 328 spaces ultimately will be accessible from the TEXpress Lanes on IH 30, which are under construction. Commuters are encouraged to use TryParkingIt.com to find carpool and vanpool options for work, then utilize the Grand Prairie park-and-ride as a meeting point. Another option, DFWConnectaRide.com, is available for real-time ridesharing needs such as special events and occasional work trips.

Beyond standing out for its regional access and central location, the park-and-ride lot features a 233-foot recycled glass Prairie Ribbon mosaic of native grasses and bluebonnets. The mosaic includes an estimated 780,000 one-inch tiles. Fort Worth artist Pamela Summers designed the artwork, installed by 10 participants in the city of Grand Prairie's Weed and Seed program that provides qualified ex-offenders job training. In the process, participants learned about art, photography and tile.

A grant from the National Endowment for the Arts and donations from local sponsors funded the mosaic. The park-and-ride lot was a joint project between the city of Grand Prairie, Texas Department of Transportation and the Regional Transportation Council.

**Improving transportation
for your family**

How would you improve transportation for your family? We asked Garland ISD sixth- and seventh-graders to provide their answers in the form of pictures. And the results were impressive.

Congratulations to Ruben Ramirez of Sam Houston Middle School, whose artwork is on the cover of this year's Progress North Texas.

Published annually, Progress North Texas provides a look back at the work done to improve the transportation system. The report examines the issues typically part of transportation discussions in Dallas-Fort Worth – growth, mobility, transportation options, technology, air quality – while explaining how the improvements are benefitting families.

If you have a meeting or presentation and think your audience would benefit from a summary of the work done to improve transportation, printed copies are available by emailing Brian Wilson at bwilson@nctcog.org. You can also read the report online at NCTCOG.org/ourregion.

public involvement

Recommendations sought on Transit, AQ

Planners will ask for input on transit and air quality recommendations as well as outline a process to evaluate some legacy transportation projects at public meetings this month. The meetings are scheduled for July 13 in Carrollton, July 15 in Arlington and July 16 in Fort Worth.

The North Central Texas Council of Governments issued a call for projects to competitively award Federal Transit Administration funding from two programs that support transportation services for seniors, persons with disabilities and low-income individuals. Approximately \$4.9 million was available to award in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. Staff will present recommendations to award five projects the available federal funding. Additionally, as development of the 2017-2020 Transportation Improvement Program begins, a determination will be made regarding which of the Regional Transportation Council's ongoing air quality and management/operations projects should be continued, which ones can be discontinued, and which programs/projects of this nature should be considered for inclusion in the new TIP.

Finally, transportation partners, local governments and staff are reviewing a list of projects funded 10 or more years ago, but not yet implemented. The intent is to ensure high-priority, ready-to-proceed projects receive funding and to determine if older, lower-priority projects should be canceled. Staff will review the list of legacy projects and steps required of the implementing agencies for the projects to be funded.

Following the public meeting in Arlington, a video recording will be online at NCTCOG.org/meetings where more information about the meetings is available.

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partners

Dallas Area Rapid Transit
DART.org

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Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**The Fort Worth
Transportation Authority**
The-T.com

**Texas Department
of Transportation**
TxDOT.gov

27 miles

The length of the planned TEX Rail passenger rail line downtown Fort Worth to DFW Airport.

policymakers —

Parker County's Riley elected chair of RTC

Parker County Judge Mark Riley was elected chair of the Regional Transportation Council in June and will lead the 44-member transportation policymaking body for the next year.

Riley, who has served as vice chair for the past year, replaces Dallas County Commissioner Mike Cantrell, whose one-year term has expired. Riley was appointed to the RTC in 2008.

Grand Prairie Mayor Ron Jensen was named vice chair, and Cedar Hill Mayor Rob Franke is the new secretary.

Texas Workplace Charging Road Show

North Texans are invited to learn about electric vehicles and EV charging at the Dallas-Fort Worth area stop of the Texas Workplace Charging Road Show, scheduled for 8:30 am to 2 pm July 30.

This statewide event will include a general introduction to EVs and charging stations, as well as information on available EV resources, how workplace charging can serve as a valuable employee incentive and best practices for installing and managing a successful workplace charging program.

Attendees can hear from companies offering EV charging to their employees and meet equipment vendors. Test driving opportunities will also be available.

Additional information and registration details can be found at DFWCleanCities.org/workplacecharging.

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