

AGENDA

**Regional Transportation Council
Thursday, May 12, 2016
North Central Texas Council of Governments**

11:30 am Legislation and Finance Partnership Subcommittee

**1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

1:00 – 1:05 1. Approval of April 14, 2016, Minutes
 Action Possible Action Information Minutes: 5
Presenter: Mark Riley, RTC Chair
Item Summary: Approval of the April 14, 2016, 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. Unified Planning Work Program Modifications
Presenter: Dan Kessler, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2016 and FY2017 Unified Planning Work Program (UPWP) will be requested.
Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2016 and FY2017 UPWP identifies the activities to be carried out between October 1, 2015, and September 30, 2017. Amendments to this document are being proposed to reflect a new project, project modifications and funding adjustments. The proposed amendments have been presented to the public through the April 11, 2016, public input opportunity and are included as [Reference Item 2.1.1](#). Additional information is provided in [Electronic Item 2.1.2](#). The Surface Transportation Technical Committee has recommended RTC approval.

1:05 – 1:20 3. Orientation to Agenda/Director of Transportation Report
 Action Possible Action Information Minutes: 15
Presenter: Michael Morris, NCTCOG

1. Reminder: June Regional Transportation Council (RTC) Meeting Rescheduled from June 9 to June 16, 2016
2. RTC Nominating Subcommittee Appointments (Chair Mark Riley)

3. Recognitions:

- North Central Texas Council of Governments, Texas Department of Transportation, North Texas Tollway Authority, and Cintra Selected for Transportation Research Board Managed Lanes Committee Don Capelle Award for Leadership
- Environmental Protection Agency 2016 SmartWay Affiliate Challenge Honoree Award ([Electronic Item 3.1](#))
- Progress North Texas 2015 Receives Hermes Creative Platinum Award
- Next Big Idea Winner: North Texas to Houston High Speed Rail Receives Award from the Urban Land Institute

4. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.2](#))

5. Ozone Season Update ([Electronic Item 3.3](#))

6. Compressed Natural Gas and Liquid Natural Gas Code and Compliance Workshop, May 20, 2016 ([Electronic Item 3.4](#))

7. April Online Input Opportunity Minutes ([Electronic Item 3.5](#))

8. Freight Congestion and Delay Study ([Electronic Item 3.6](#))

9. Recent Correspondence ([Electronic Item 3.7](#))

10. Recent News Articles ([Electronic Item 3.8](#))

11. Recent Press Releases ([Electronic Item 3.9](#))

12. Transportation Partners Progress Reports

1:20 – 1:30

4. **Transportation Control Measure Substitution**

Action Possible Action Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) authorization to substitute US 67/IH 35E high occupancy vehicle (HOV) lanes and associated emissions benefits with traffic signal progression improvements and their associated emissions benefits.

Background: As a result of changing transportation needs, the US 67/IH 35E HOV lanes between IH 20 and IH 30 will be replaced with express lanes. Currently, the HOV lanes and associated emissions benefits are included in the regional State Implementation Plan as a transportation control measure (TCM). Due to the interim facility being rebuilt, the HOV lanes require substituting other transportation project(s) that achieve equivalent emissions benefits. Recently completed traffic signal progression improvements have been identified for use to substitute the US 67/IH 35E HOV lanes. Emissions benefits from the signal progression improvements are larger than the US 67/IH 35E HOV lanes.

May 10, 2016, concluded the 30-day public comment process. Staff continues coordination with the Environmental Protection Agency and the Texas Commission on Environmental Quality to finalize the substitution.

A draft resolution for RTC approval is provided in [Reference Item 4.1](#). Additional details are provided in [Electronic Item 4.2](#).

- 1:30 – 1:40** 5. **Public Transportation Service and Funding for Collin County**
 Action Possible Action Information Minutes: 10
 Presenter: Sarah Chadderdon, NCTCOG
 Item Summary: Staff will provide an update on the status of public transportation service and funding for Collin County. In addition, staff will request Regional Transportation Council (RTC) approval to use available funding to support transit service in Collin County to fully leverage new local funds.
- Background: Since December, when Texoma Area Paratransit System (TAPS) stopped providing transit service in Collin County, local governments, transit providers, and North Central Texas Council of Governments (NCTCOG) staffs have been coordinating on options for transit service in affected areas of Collin County. On December 10, 2015, the RTC approved up to \$675,000 for interim (90-day) transit service for seniors and people with disabilities. With that funding and local dollars, service is operating in several cities through May 2016. Officials at the City of McKinney and Collin County are considering options for accessing federal funds intended for public transportation in rural and small urban portions of the county. In order to ensure funding from the McKinney Urbanized Area is not lost to the region, the RTC approved NCTCOG as an interim option to serve as the direct recipient for the McKinney Urbanized Area pot of federal funding in March 2016. Recently, Dallas Area Rapid Transit (DART) and Toyota announced a \$1 million charitable donation in support of public transportation to address gaps in service in Collin County. DART requested additional federal funding to leverage this donation to provide service through September 2017. [Reference Item 5](#) includes additional detail.
- 1:40 – 1:50** 6. **Short Term \$80 Million TEX Rail Corridor Contingent Loan**
 Action Possible Action Information Minutes: 10
 Presenter: Michael Morris, NCTCOG
 Item Summary: Staff will request action on a proposed partnership with the Fort Worth Transportation Authority (FWTA) to provide a short-term, cash flow-related loan for the construction of the TEX Rail corridor. The Regional Transportation Council (RTC) has previously provided loans for roadway projects such as the President George Bush Turnpike Eastern Extension, SH 360, and the LBJ Express project.
- Background: FWTA filed a Full Funding Grant Agreement (FFGA) request with the Federal Transit Administration (FTA) in September 2015. At that time, the approval process was estimated to take 4-5 months. FTA has delayed review and approval of the FFGA until after the Guaranteed Maximum Price (GMP) is received from FWTA's contractor (anticipated by mid-May 2016). Once the GMP is received, FTA will start the review process. FFGA approval is expected in the fall of 2016. In order to meet the construction schedule, the FWTA must start construction in July 2016.

The FWTA has certain funds on hand to cash flow the early construction process such as sales tax receipts (traditional and 3/8th cent from Grapevine), \$20 million Tarrant County commitment, Regional Toll Revenue Funds (for vehicles), Texas Mobility Funds (for seamless aviation connections), and various existing Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Program – Metropolitan Mobility funds previously awarded by the Regional Transportation Council. However, the FWTA anticipates existing resources will be exhausted by January 2017 if the FFGA has not been executed by that time. The FWTA is seeking a loan from RTC to cash flow construction expenses until April 2017, as the FWTA anticipates having access to the funding from the FFGA by that time.

It is possible that the FWTA will receive the FFGA approval earlier than anticipated. In that event, this loan would not be necessary. The FWTA will pay back the RTC as soon as it is reimbursed with federal funds from the FFGA. In addition, once the FWTA receives these funds, it will be local funds, which will be used to pay back the RTC. [Reference Item 6](#) contains additional details about this partnership loan. Under any circumstance the RTC will be reimbursed by the Fort Worth Transportation Authority.

1:50 – 2:00

7. **Title VI Nondiscrimination Program Update**

Action Possible Action Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the North Central Texas Council of Governments' (NCTCOG) Title VI Program Update submission to the Federal Transit Administration (FTA).

Background: Every three years, the FTA requires all funding recipients to submit a Title VI Program to ensure compliance with nondiscrimination requirements. An update to NCTCOG's Title VI Program is due to FTA in June 2016 and requires approval by Executive Board and the RTC. A summary of NCTCOG's Title VI Program and FTA requirements are included in [Electronic Item 7.1](#). The proposed program update submission is provided as [Electronic Item 7.2](#). A draft resolution approving the Title VI Program Update is included as [Reference Item 7.3](#) for RTC consideration.

2:00 – 2:10

8. **2017-2020 Transportation Improvement Program Development Draft Final Listings**

Action Possible Action Information Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the final 2017-2020 Transportation Improvement Program (TIP) project listings.

Background: A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth metropolitan area.

For regionally significant projects to proceed to implementation, they must be included in the TIP listings. To this end, NCTCOG staff has met with local partners to receive input and updates on their active projects. The data from these meetings has been organized into a draft project listing, which is financially constrained against the funding allocations identified in the 2016 Unified Transportation Program (UTP).

[Electronic Item 8.1](#) contains roadway and transit listings. Please note that the roadway project listings are provided in double-entry format, meaning that each project is listed twice. The first entry, which is not shaded, will show the currently approved limits, scope, and funding for the project. The second entry, highlighted with gray shading, shows the proposed change for which action is being requested. The listing is sorted by city and can be searched electronically for ease of use. Transit listings (also included in [Electronic Item 8.1](#)) are separated in two sections: 1) Dallas District and 2) Fort Worth District. Please note that while this item is an action item, it is not being printed due to the file length and ease of use electronically versus as a paper copy.

Projects listed in fiscal years 2017-2020 will be included in the new TIP and the Statewide Transportation Improvement Program (STIP) listing and submitted to TxDOT, along with final documentation by June 24, 2016. The resolution contained in [Reference Item 8.2](#) affirms RTC approval of the 2017-2020 TIP listings and will be used to transmit the document to TxDOT. On March 25, 2016, the Surface Transportation Technical Committee (STTC) recommended the 2017-2020 TIP listings for RTC approval. Since STTC approval, staff has continued to incorporate comments from the public, local agencies, and TxDOT districts. As such, there may be small changes to projects listed since the Committee's approval.

Additional details regarding the final draft 2017-2020 TIP development process and projects are available in [Electronic Item 8.3](#).

2:10 – 2:20

9. **2016 Advanced Transportation and Congestion Management Technologies Deployment Initiative and Transit-Oriented Development Planning Pilot Program Grants Opportunities**

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will brief the Council on the 2016 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) initiatives and the Transit-Oriented Development (TOD) Planning Pilot Program grant opportunities recently announced by the United States Department of Transportation (US DOT), and will request action on the proposed list of projects to be submitted.

Background: In March 2016, the US DOT announced the 2016 ATCMTD initiatives grant program for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. In addition, the Transit-Oriented Development Planning Pilot Program grant initiative is for comprehensive planning that supports economic development, ridership, multimodal connectivity and accessibility, increased transit access for pedestrian and bicycle traffic, and mixed-use development near transit stations. The program augments the Federal Transit Administration's Fixed Guideway Capital Investment Grants (CIG) Program by supporting comprehensive planning that must be associated with new fixed guideway and core capacity improvement CIG projects. [Reference Item 9.1](#) includes an overview of the grant opportunities and the proposed list of projects to submit. Final applications are due to the US DOT by June 3, 2016, for the ATCMTD initiatives grant program. Additional details are available in [Electronic Item 9.2](#). Final applications for the TOD Planning Pilot Program are due June 13, 2016. Additional information is available at [Electronic Item 9.3](#).

10. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Reference Item 10.1](#))
- STTC Minutes and Attendance ([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, June 16, 2016, at the North Central Texas Council of Governments.**

MINUTES

REGIONAL TRANSPORTATION COUNCIL

April 14, 2016

The Regional Transportation Council (RTC) met on Thursday, April 14, 2016, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Loyl Bussell (representing Brian Barth), Carol Bush, Mike Cantrell, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Moji Haddad, Roger Harmon, Clay Jenkins, Ron Jensen, Jungus Jordan, Lee Kleinman, Stephen Lindsey, Brian Loughmiller, Carter Burdette (representing Scott Mahaffey), Ray Smith (representing Maher Maso), Cary Moon, Mark Riley, Kevin Roden, Amir Rupani, Mohammed Bur (representing Kelly Selman), Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, Tim Welch (representing Oscar Trevino), William Velasco II, Oscar Ward, Bernice J. Washington, Duncan Webb, Kathryn Wilemon, Sheri Capehart (representing Jeff Williams), Erik Wilson, and Zim Zimmerman.

Others present at the meeting were: Vickie Alexander, Nancy Amos, David Arbuckle, Melissa Baker, Berrien Barks, Jay Barksdale, Bryan Beck, Alberta Blair, Shauna Bowman, Tanya Brooks, Ron Brown, John Brunk, Ken Bunkley, Chris Burkett, Marrk Callier, Jack Carr, Angie Carson, Dixie Cawthorne, Leigh Collins, John Cordary, Michael Coyle, Hal Cranor, Mike Curtis, Kyle Deaver, Kim Diederich, Jerry Dittman, Malcom Duncan Jr., Mike Eastland, Albert Espinoza, Christopher Evilia, Kevin Feldt, Dale Fisseler, Eric Gilliland, Mark Goode III, Philip Haigh, Tony Hartzel, Jesse Herrera, Jodi Hodges, Tracy Homfeld, Kim Jackson, Travis Kelly, Dan Kessler, Karen Khan, Tony Kimmey, Ken Kirkpatrick, Dan Lamers, April Leger, Sonny Loper, Paul Luedtke, Mickey Marlow, Edith Marvin, Chad McKeown, Monte Mercer, Mindy Mize, Cesar Molina, Michael Morris, Emily Nicholson, Roy Parikh, Greg Porter James Powell, Vercie Pruitt-Jenkins, Chris Reed, Molly Rendon, Carrie Rogers, Greg Royster, Moosa Saghian, Russell Schaffner, Lori Shelton, Jahnae Stout, Dean Stuller, Vic Suhm, Jonathan Toffer, Leslie Wade, Amy Wasielewski, Kendall Wendling, Devin Wenske, Sandy Wesch, Elizabeth Whitaker, Amanda Wilson, Brian Wilson, and Kate Zielke.

1. **Approval of March 10, 2016, Minutes:** The minutes of the March 10, 2016, meeting were approved as submitted in Reference Item 1. Bernice J. Washington (M); Jungus Jordan (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda. Staff provided brief presentations on both items, for clarification.
 - 2.1. **Transportation Improvement Program Modifications:** Christie Gotti presented an amendment to one item contained in Reference Item 2.1, page 16. Details were provided at the meeting in Reference Item 2.1.1. Staff received feedback from Dallas Area Rapid Transit regarding the Regional 511 program. In FY2017, instead of adding \$980,000 for the Regional 511 program, \$400,000 will be added with the balance of the funds provided to the North Central Texas Council of Governments (who will now be implementing the project). A motion was made to approve revisions to the 2015-2018 Transportation Improvement Program (TIP) modifications provided in Reference Item 2.1 and the revision provided in Reference Item 2.1.1.

Mike Cantrell (M); Rob Franke (S). The motion passed unanimously.

- 2.2. Northwest Highway/Preston Center, Prestonwood, and Hospital District Parking Analysis: Michael Morris noted that the reference to Prestonwood in the agenda was incorrect and should be replaced with Preston/Midtown. Efforts will help create an interface to assist drivers entering and existing parking garages. A motion was made to allocate \$400,000 of Regional Transportation Council Local funds to conduct a parking garage and transportation facility interface analysis on Northwest Highway/Preston Center, Preston/Midtown, and the Hospital District in Dallas.

Rob Franke (M); Lissa Smith (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris noted that the June 9, 2016, Regional Transportation Council (RTC) meeting has been rescheduled to June 16, 1 pm. Audio equipment is being replaced in the Transportation Council Room so the room is unavailable on the regularly scheduled meeting date. He noted that discussion regarding toll tag marketing in the region with the North Texas Tollway Authority will be held at a future meeting, as well as a workshop regarding driverless cars requested by Kathryn Wilemon. He also noted that the North Central Texas Council of Governments (NCTCOG)/RTC/Texas Department of Transportation (TxDOT) auto occupancy technology detection procurement was issued April 8, 2016. Updates will continue to be provided to members regarding the procurement. Mr. Morris also discussed HB 20. Commissioner Victor Vandergriff, Texas Transportation Commission, is leading efforts and additional details will be provided in the future. He congratulated Dallas Area Rapid Transit (DART) regarding the donation received from Toyota to advance transit in Collin County. Service is now being operated by DART in Allen, Fairview, and Wylie. Efforts are continuing regarding a partnership to leverage the \$1 million donation and staff will present recommendations to advance transit in Collin County at the May 12, 2016, meeting. Details on the 2016 United State Department of Transportation, Transportation Infrastructure Finance and Innovation Act program announcement were provided in Electronic Item 3.1. Air quality funding opportunities were provided in Electronic Item 3.2. In addition, details regarding Car Care Clinics in the region were provided in Electronic Item 3.3. The latest reminder of the 2016 Clean Diesel Call for Partners deadline was provided in Electronic Item 3.4. April public input opportunity information was provided in Electronic Item 3.5, March public meeting minutes in Electronic Item 3.6, recent correspondence in Electronic Item 3.7, recent new articles in Electronic Item 3.8, and recent press releases in Electronic Item 3.9. Recent transportation performance measures showing success of the SH 161 pilot project to use shoulders during the peak period for congestion relief were highlighted. Details were provided in Electronic Item 3.10. In addition, private-sector data was highlighted showing the Dallas-Fort Worth region as the 4th largest metropolitan area. However, it was noted that the region ranks as the 34th most congested which is a demonstration that the efforts implemented in the region are having an impact on congestion.
4. **Final Project Milestone Policy Recommendations and Update Regarding the 2017-2020 Transportation Improvement Program Development Timeline:** Adam Beckom presented final Regional Transportation Council (RTC) Project Milestone Policy recommendations. In June 2015, the RTC approved the Project Milestone Policy. This policy affected projects that were selected for funding ten or more years ago that had not proceeded to construction. Agencies interested in keeping their projects were required to submit justification for retaining the funds by November 2015. Details of the effort were provided in Electronic Item 4.2. Final recommendations were provided in Reference Item 4.1. Funds for projects identified for cancelation will be returned to the regional funding pool. Staff will monitor projects that are currently under construction or that have recently let

to ensure funding is utilized. Projects that have been identified with a delay to FY2016, FY2017, and FY2018 must begin construction within one fiscal year of the year identified in Reference Item 4.1 in order to maintain the funding commitment. In summary, projects include three types: 1) \$2.58 million proposed for cancelation, 2) \$106 million currently under construction or recently let, and 3) \$329 million in projects delayed to FY2016, FY2017, and FY2018. Mr. Beckom also provided an update for the 2017-2020 Transportation Improvement Program (TIP) development process. The public review and comment period ended April 13. Staff is finalizing the project listings for submittal to partners. He noted the Texas Department of Transportation has changed the due date of TIP submittals from May 2 to June 24, 2016. Although the Surface Transportation Technical Committee approved the listings at its March 25, 2016, meeting, staff proposed to continue refinement of the listings with input from local agencies, the Texas Department of Transportation (TxDOT), and the public. Final draft listings will be presented to RTC for approval at its May 12, 2016, meeting and submitted to TxDOT by the June 24, 2016, deadline. Approval by the Federal Highway Administration is anticipated in October 2016. A motion was made to approve the Regional Transportation Council Project Milestone Policy recommendations in Reference Item 4.1 and to direct staff to incorporate the project recommendations into the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program. Jungus Jordan (M); Kathryn Wilemon (S). The motion passed unanimously.

5. **Waco Metropolitan Planning Organization Presentation and Continued Partnership:**

Malcom Duncan Jr., Mayor, City of Waco highlighted the short-term challenges in the nine-mile section of IH 35 in Waco, including unreliable travel times and frequent incidents due to substantial design and traffic volumes. The redesign of this section of IH 35 is estimated to cost \$425 million. Frontage road extensions are currently under construction and the project will be shovel ready by FY2018. Unpredictability in travel through this section not only impacts Waco, but how people get to the Dallas-Fort Worth area and areas south of Waco. The Waco Metropolitan Planning Organization estimates that \$150 million-\$180 million is all that is anticipated for the Waco region over the next ten years, including Category 2, Proposition 1, and Proposition 7. Waco is interested in opportunities to partner with other areas to support further development of IH 35 and potential new corridors. Other possible corridors to accommodate future traffic/freight demand were presented, including and extension from Chisholm Trail Parkway from Fort Worth to Houston, an extension of SH 360 from Arlington to the IH 35 split in Hillsboro, and a truck route on US 281/US 67 bypassing Waco, Temple, and Austin. Waco is also interested in potential high-speed rail options south from the Dallas-Fort Worth area. He noted that Waco is interested in future conversations with the RTC on how the regions can work together on opportunities for existing infrastructure development, new corridors, further refinement of defined corridors, and support of high speed rail. Mike Taylor discussed the proposed truck traffic bypass on US 67 and asked if the communities in the area have been consulted about the potential shifting of burdens and opportunities. Mr. Duncan noted conversations have only occurred with the Texas Department of Transportation, but that Waco is interested in additional conversations if there is an opportunity for the proposed bypass. Michael Morris noted that Chris Evilia, Director of the Waco Metropolitan Planning Organization, serves on the HB 20 Committee. The Committee will be debating the idea of urban regions flexing funding for capacity solutions and partnering with the State on connectivity. HB 20 will likely create interesting opportunities to close this gap. Jungus Jordan noted that the Regional Transportation Council would be remiss as a region not to recognize future needs and how the regions can work together to establish and mutually develop new transportation corridors.

6. **2016 FASTLANE Grant Program Project Submittal:** Christie Gotti presented project recommendations for the 2016 Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program recently announced by the United States Department of Transportation (US DOT). The Fixing America's Surface Transportation (FAST) Act established funding for freight and goods movement, and the FASTLANE grant program provides a dedicated funding source for projects addressing critical freight infrastructure needs. A copy of the notice of funding opportunity was provided in Electronic Item 6.1. The focus is on interstate highways, bridges, and freight bottlenecks. Overall funding for FY2016 is \$800 million, with \$190 million earmarked for rural areas and the balance of \$610 million for urban areas. Of that funding, \$80 million is set aside for small projects in rural or urban areas. Requirements for both large and small projects were reviewed. Large projects must be \$100 million or more in cost with \$25 million or more in FASTLANE funding. Small projects are less than \$100 million in cost with \$5 million or more in FASTLANE funding. Project costs for both size projects can be up to 60 percent FASTLANE funding, and other federal funds can be for a total federal share of 80 percent. Only three applications can be submitted per sponsor. All project phases are eligible, but projects closer to implementation are more competitive. Construction must begin within 18 months from the obligation of funds and must begin on or before September 30, 2019. Projects can be submitted by metropolitan planning organizations, states, local governments, etc., and for this program other public authorities such as ports can also submit. Eligible projects include highway freight projects on the National Highway Freight Network, highway or bridge projects on the National Highway System, grade crossing or grade separation projects that increase freight movement, or other freight projects that are intermodal/rail freight projects, or projects within public or private freight rail, maritime, or intermodal facilities. US DOT selection criteria were highlighted and listed in more detail in Reference Item 6.2. Ms. Gotti reviewed criteria used by staff to identify projects of interest to the region, including focus on freight-related projects, projects on the Interstate Highway System and/or North American Free Trade Agreement corridors, corridors with significant truck traffic, and projects with connections to intermodal facilities. In addition, projects must be ready for implementation in the required timeframe. The first proposed project for submittal is IH 35E Phase 2 (IH 35E/IH 35W merge interchange) in Denton. A large share of the project is unfunded. The total project cost is \$210 million, including a request for \$126 million in FASTLANE funding, a State match of \$84 million, and the balance paid with Regional Transportation Council (RTC) funds (also matched by the State) if selected. The second project is the DFW Connector North Airport Connection (part of Configuration 3) that is unfunded. This project includes ramps on IH 635, SH 121, and SH 114. The specific configuration totals approximately \$107 million, including a request for \$64 million in FASTLANE funding, a State match of \$43 million, and the balance paid with future RTC funds (also matched by the State) if selected. The timeline for the grant program was highlighted, and it was noted that the Surface Transportation Technical Committee approved the proposed projects at its March 25, 2016, meeting. Staff will continue coordination with the Texas Department of Transportation (TxDOT) regarding the environmental clearance of the proposed projects, the assessment of project readiness, and the preparation of applications. Since this is an annual program through the FAST Act, staff will coordinate with TxDOT on developing projects for future funding years. In addition, staff will provide an update on the identification of specific funding sources for future RTC funds associated with any selected projects. Bernice J. Washington asked the estimated maximum RTC investment if the funding levels discussed were awarded. Ms. Gotti noted that estimated commitment may be approximately \$25 million for the DFW Connector and \$50 million for IH 35E. A motion was made to approve the projects proposed for submittal for the FASTLANE grant program in Reference Item 6.2 and to direct staff to administratively

amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents if projects are selected. If selected, RTC funding sources will be solidified by future RTC action. Andy Eads (M); Bernice J. Washington (S). The motion passed unanimously.

7. **2016 Transportation Investment Generating Economic Recovery VIII Project**

Submittal: Christie Gotti presented the proposed list of projects to be submitted for the 2016 Transportation Investment Generating Economic Recovery (TIGER) VIII discretionary grant program recently announced by the United States Department of Transportation (US DOT). Details of the funding opportunity were provided in Electronic Item 7.1. A total of \$500 million is available, with \$100 million available for rural areas and only \$100 million available to any given state. Of that amount, up to \$100 million is available for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans. There is a \$5 million minimum and \$100 million maximum per request in urban/metro areas. Funds are limited to capital projects and a 20 percent match is required. However, projects with higher matching percentages are considered more competitive. All funds must be obligated before September 30, 2019, and fully expended by September 30, 2024. No waivers will be possible for these deadlines. Projects submitted for previous TIGER programs were provided in Electronic Item 5.2. Specifically, Ms. Gotti reviewed projects submitted for the TIGER 2015 program. Three projects were proposed for submittal. Two of the projects, the Regional Connections through Technology and System Integration and the Park Lane/Vickery Meadow Complete Streets projects are proposed for submittal in the TIGER VIII call. These projects were not funded previously, but staff received positive feedback on the projects from US DOT staff. Proposed projects for resubmittal include the Regional Connections Through Technology and System Integration project for \$10 million with \$2.5 million State match and additional Regional Transportation Council (RTC) funds, and the Park Lane/Vickery Meadow Complete Street project for \$10-13 million with \$5-9 million City of Dallas/Dallas County/Dallas Area Rapid Transit match and future RTC funds. The final project is a new project, E. Lancaster/SH 180 from approximately US 287 to IH 820. Staff is proposing to submit the first half of the project for \$25 million with a \$10 million local match from the City of Fort Worth and RTC funds. If TIGER funds are awarded, staff proposes to request RTC and Texas Department of Transportation interest in committing Proposition 1 or Proposition 7 funds for the remainder of the project. Proposed projects were approved by the Surface Transportation Technical Committee at its March 25 meeting, and if approved, applications are due to the US DOT by April 29. A motion was made to approve the projects for submittal for TIGER funding in Reference Item 7.2 and to direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents if the projects are awarded funding. Jungus Jordan (M); Mike Cantrell (S). The motion passed unanimously.

8. **Environmental Stewardship Program and Appreciation to the North Texas Tollway**

Authority: Michael Morris discussed the proposed Environmental Stewardship Program. Several years ago, the North Texas Tollway Authority (NTTA) paid the region \$3.2 billion in regional toll road funds for the implementation of non-tolled projects as a result of the award by the Regional Transportation Council (RTC) for NTTA to build the SH 121 toll road. This initiative will create a \$3.2 million Environmental Stewardship Program in appreciation to NTTA and in remembrance of Chris Anderson, a former North Central Texas Council of Governments (NCTCOG) employee who spent much of his career promoting environmental stewardship. Mr. Morris recognized Edith Marvin, Director of the NCTCOG Environment and Development Department, for efforts to assist staff with this initiative. The program is an NTTA/Texas Department of Transportation (TxDOT)/RTC partnership that would support

50 percent of the program and challenge residents and businesses to pay another 50 percent. Of the \$1.6 million request, \$200,000 has already been approved by the RTC. An additional \$1.4 million in Regional Toll Revenue funds is requested to create a bank of environmental stewardship efforts to help mitigate upcoming transportation projects as a result of Proposition 1 and Proposition 7 funds. If approved, this initiative will then be presented to the nonprofit portion of the Executive Board for approval to receive potential funds from the private sector. Electronic Item 8 lists the initial set of projects. Eastern projects proposed for approval include: Southwest Water Gardens for \$350,000 in engineering and the Neighbor Woods program for \$300,000 in trees. Western projects proposed include \$200,000 in trees on Lancaster and Hemphill-Lamar in Fort Worth and a Lake Worth mitigation project for \$200,000 in engineering related to sediment. Regional proposed projects include \$100,000 for an education campaign for a private sector stewardship program and \$100,000 for the creation of GIS-based tree inventory software to encourage the planting of trees. NCTCOG staff will work with the private sector to potentially use or develop property as mitigation banks. RTC Secretary Rob Franke discussed how entities tend to look at environmental programs as a cost and the importance of also measuring the return on investment. Returns such as aesthetics, additional water resources, and green spaces are hard to measure and difficult to define, and he suggested that this seemed like a natural opportunity to begin working on ways to measure and define the return on investment. Mr. Morris suggested that the task be added as a part of the Unified Planning Work Program to quantify the benefits of these efforts. A motion was made to approve the list of initial projects contained in Electronic Item 8 to create an environmental stewardship program in celebration of NTTA's commitment to the region and in the name of Chris Anderson. Staff will also request Executive Board Foundation Board approval to potentially receive another 50 percent in funds through private-sector donations to bank credits needed in the region for the implementation of future transportation projects. Rob Franke (M); Sheri Capehart (S). The motion passed unanimously.

9. **High-Speed Rail Update/Federal Notice of Funding Availability:** Kevin Feldt provided an update of recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth region. The high-speed rail map approved in Mobility 2040 was highlighted. In the region, there are three ongoing projects: the Texas-Oklahoma Passenger Rail Study (TOPRS) being led by the Texas Department of Transportation (TxDOT), the Dallas-Houston Corridor with Texas Central Partners, and the DFW Core Express Service also being led by TxDOT. Updates since the last presentation were highlighted. Related to TOPRS, the draft environmental impact statement (EIS) is anticipated to be submitted in early summer 2016. A public hearing will be held at NCTCOG on June 30, and a record of decision is expected in late 2016. For the Houston to Dallas corridor, the draft EIS submittal is expected in late summer or early fall 2016, and the record of decision is expected in mid-2017. Two options remain for the Dallas Station and several alignment options remain for the alignment in Ellis County. Related to the DFW Core Express Service, two alignments remain: the Trinity Railway Express (TRE) alignment from downtown Fort Worth to downtown Dallas and the hybrid alignment which is generally the IH 30 corridor from Fort Worth to SH 360 extending north to the TRE corridor into downtown Dallas. TxDOT staff and its consultants are currently revising an alternative analysis report that is expected to be submitted in June 2016. Ridership and cost estimates are being developed. A public hearing is anticipated in late fall 2016, the draft EIS with the preferred alternative in late 2016, and the record of decision in late 2017. The Fixing America's Surface Transportation Act was enacted in December 2015, and in March 2016 the United States Department of Transportation issued a request for proposals in the Federal Register for implementing high-speed rail in the country. The request is viewed as the first phase of a qualification process. In the Federal

Register, the "South Central Corridor" was identified, and includes three branches centered from the DFW area: San Antonio and Austin, Oklahoma City and Tulsa, and Texarkana and Little Rock. Staff believes this also will include the Fort Worth to Dallas DFW Core Express service. Eligible proposals are any entity that can demonstrate ability to assemble a multidisciplinary team that can plan, organize, finance, design, and construct a high-speed rail system. In addition, an eligible entity must be able to gain support of key public and private stakeholders, as well as successfully operate and maintain a high-speed rail system long term. The review process was highlighted, noting proposals are due August 31 to the Secretary of Transportation. To date, no funding has been identified for the effort. NCTCOG would like to invite prospective proposers from across the world to an industry forum in June to provide information and encourage private sector participation. This will also help ensure proposers are consistent with the region's policies such as a one-seat ride and Mobility 2040 alignments. Michael Morris discussed previous conversations with the Secretary of Transportation regarding private-sector interest in the Dallas to Houston corridor and the possibility of interest in others areas of the country. Staff is encouraged the Federal Register is seeking private-sector interest. Dallas-Fort Worth could be a key location since much of the spade work has been completed to date. Staff is suggesting to bring the industry leaders from around the world to the region to see if there is interest in submitting the Fort Worth-Arlington-Dallas corridor as part of their submittal. There may also be interest in submitting the Fort Worth to Austin/San Antonio route. Bernice Washington asked what the region has done differently for staff to feel it is a front runner in this national call. Mr. Morris noted TxDOT has worked to develop an integrated system, versus previous efforts that included many routes. The integrated system is centered around Dallas and Fort Worth, and there is also a successful private-sector venture interested in high-speed rail between Dallas and Houston. Gary Fickes asked why the original map from 2000 did not have Houston connecting to Dallas. Mr. Morris noted early work and ongoing conversations about whether Houston should go through San Antonio/Austin. In this case, the private sector has decided the Houston to Dallas connection is the best for its business model. NCTCOG is taking advantage of the federal notice to market the other two corridors: Fort Worth-Arlington-Dallas and San Antonio south. Carter Burdette asked if a date has been set for the June forum and noted that the Fort Worth Transportation Authority would like to receive notification. Mr. Morris noted that a date has not been set. Sheri Capehart asked how and when the decision would be made about the alignment of the east/west route. Mr. Morris noted that the State is reviewing the two alignments, as well as options that were previously eliminated including IH 30 between Dallas and Fort Worth. Staff will present the RTC's position which is Fort Worth-Arlington-Dallas. Oscar Ward discussed the Fort Worth-Arlington-Dallas alignment versus the TRE alignment. Mr. Morris noted all routes being considered by the State are shown for transparency. However, the current RTC position is the three-station concept of Dallas-Arlington-Fort Worth, with Arlington developing a north/south link to other areas. The State is conducting the environmental document and will determine the most cost-effective solution. Mr. Ward noted the TRE alignment with a stop at the Dallas/Fort Worth International Airport is Irving's preferred route because the airport is Irving's economic development area. Mr. Morris noted that RTC's position has never included a stop at the Centerport station in order to be fair to all airline carriers. There would be an equity issue if Southwest Airlines were treated unfairly compared to the airlines at the Dallas/Fort Worth International Airport due to the proximity of a high-speed rail station.

10. **Start of Ozone Season/Air Quality Update:** Chris Klaus discussed the start of ozone season and also provided an air quality update. The 2016 ozone season began March 1, 2016. Members are provided updates monthly, and to date the region has not experienced any exceedances. Ozone exceedances are generally limited to one or two monitors out of

the 20 monitors located in the region. This is often dictated by wind direction that blows pollutants from outside the region, as well as pollutants from in the region. Winds typically blow out of the southeast causing higher ozone readings in the northwestern portion of the region. The Environmental Protection Agency (EPA) dictates that the region's design value (4th highest 8-hour average over a three-year period) cannot be greater than 75 parts per billion (ppb). Currently, the region's design value is 73 ppb, but this number does not reflect data from the 2016 ozone season so the region's design value will likely increase. The region has until 2018 to meet the 2008 8-hour ozone standard of 75 ppb and the Texas Commission on Environmental Quality (TCEQ) has proposed the State Implementation Plan (SIP), with intent to submit to EPA in June 2016, on how the region will meet this standard. The EPA commented to TCEQ in January regarding the SIP. Related to the region, it expressed appreciation for the number and variety of projects coordinated through the Dallas-Fort Worth area governments and the North Central Texas Council of Governments (NCTCOG) that will reduce emissions from mobile sources. Details were provided in Electronic Item 10.1. Mr. Klaus noted how efforts of local governments and the Regional Transportation Council (RTC) are contributing to the reduction of on-road mobile emissions. Graphics of many of the initiatives and strategies implemented within the region that directly impact air quality reductions was highlighted, as well as upcoming outreach events. Regarding the new 2015 8-hour ozone standard of 70 ppb, it was noted that the standard was final in October 2015. TCEQ public comments for the area designations close on April 15, 2016. Electronic Item 10.2 includes correspondence to counties offering assistance for comments to TCEQ. State nonattainment designation recommendations are due to the EPA in October 2016. The EPA has one year to review data and is expected to make county attainment designations in October 2017 for the new 70 ppb standard. Historically, the region has been designated moderate nonattainment which could give the region an attainment date of December 2023. Although there is a new standard, staff is focusing on the 75 ppb standard at hand, while transitioning to the 70 ppb standard. TCEQ's current recommendation is that the 10-county nonattainment area and Hood County be proposed in nonattainment for the 70 ppb standard. Hood County is proposed primarily due to monitor readings in the county that exceed the standard. EPA does have an additional year to consider data, so if the design value drops below 70 ppb in Hood County it could be considered in attainment. Mr. Klaus noted that when calculating data from the last three full ozone seasons, the regions design value is actually 83 ppb. Sandy Greyson thanked staff for the explanation of the 73 ppb versus the 83 ppb, with the 2016 data yet to be included. She noted that although the EPA letter points out how the region is doing a good job, the letter is generally negative about TCEQ's SIP and that it does not believe the plan will meet attainment. She asked if RTC ever comments to TCEQ that the SIP is inadequate. Mr. Klaus discussed various informal communications. Michael Morris noted that the RTC has the responsibility of mobile sources in the SIP, and that non-transportation issues are the jurisdiction of the NCTCOG Executive Board. Mike Eastland, NCTCOG Executive Director, is preparing a presentation to the Executive Board on this topic for the April 28, 2016, meeting. Ms. Greyson asked if staff believes that the Executive Board will make any comments regarding the inadequacy of the SIP. Mr. Morris noted that he could not speak to the action of the Executive Board.

11. **Bicycle and Pedestrian User Counts:** Karla Weaver presented information from the regional bicycle and pedestrian data count program. In 2014, the North Central Texas Council of Governments purchased bicycle and pedestrian count, data-collection equipment, and in partnership with several local agencies began installing the equipment throughout the region in order to count bicyclist and pedestrian volumes. The effort provides data about actual non-motorized travel volumes and patterns in order to analyze trends and evaluate

the impacts of specific projects. Count equipment is used on both trails and on-street bikeways with data available 24 hours per day in 15 minute increments. Locations are on regionally significant corridors near large employers, transit, schools, and major destinations in both urban and suburban areas. A map of count locations was highlighted. In 2015, over 4.2 million bicyclists and pedestrians were counted at the 26 counter locations. Several counters only had about four months of data. Ms. Weaver highlighted variations for bicycle and pedestrian volumes by mode, location, and time of year/day. She noted that many variations are directly related to the land use surrounding the facilities. Specifically, food-related locations have some of the highest counts. In addition, pedestrian activity tends to be steady year round, while bicyclist usage increases in the summer months. Weather was not a large deterrent to activity as many people have stated over the years. Staff will be working to include the bicycle/pedestrian counts as part of the historical motorized vehicle count web page, as well as analyze the relationship of surrounding land use and actual bicycle/pedestrian traffic volumes. She also noted that mobile counter equipment is available for loan to interested entities. She also highlighted a Texas Department of Transportation procurement for a statewide count program. Additional information will be provided to members in the coming months. In addition, Ms. Weaver noted that Electronic Item 11 contained a Fact Sheet with an overview of the regional bicycle and pedestrian count program.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 12.1, Surface Transportation Technical Committee meeting minutes and attendance was provided in Electronic Item 12.2., and the current Local Motion was provided in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, May 12, 2016, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:39 pm.



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

TO: Regional Transportation Council

DATE: May 5, 2016

FROM: Dan Kessler
Assistant Director of Transportation

SUBJECT: Modifications to the FY2016 and FY2017 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2016 and FY2017 UPWP identifies the activities to be carried out between October 1, 2015, and September 30, 2017.

Listed below, and in the following attachment, are proposed modifications to the FY2016 and FY2017 UPWP. These modifications reflect the addition of one new project, amendments to several existing projects, and funding adjustments. The proposed modifications have been presented to the public through the public input opportunity initiated on April 11, 2016. The Surface Transportation Technical Committee took action at its April 22, 2016, meeting to recommend Regional Transportation Council approval.

Transportation Planning Fund (TPF) Modifications

- 1.04 Computer System Administration and Application Coordination – Computer Resource Management and Equipment Purchases (program \$25,000 in additional funds to support the purchase of ten additional staff computers and amend text in Exhibit II-1 to reflect this increase.)
- 4.02 Financial Forecasting and Strategies – Long-Range Financial Planning (increase funding by \$100,000 and amend text to reflect increased staff participation and consultant assistance in activities to identify the economic impact that transportation corridors have on tax revenues and the overall economy.)
- 5.04 Capital and Operational Asset Management System (increase funding by \$100,000 and amend text to reflect change in inventory of pilot study corridors as a result of Mobility 2040, and reflect staff assistance to transportation partners relative to state/MPO performance-based planning outputs.)
- 5.12 University Partnership Program (new initiative - program \$250,000 to support partnerships with select universities to carry out work efforts in areas such as transportation planning, congestion management, sustainable development, air quality improvement, and data collection and analysis.)

Chapter VIII, Proposed Budget (amend Exhibit VIII-1 to reflect updated FY2016 allocation of Transportation Planning Funds: a reduction of \$14,215 FTA 5303 funds and an increase of \$366,906 FHWA PL 112 funds.)

Other Funding Modifications

- 3.03 Air Quality Management and Operations – Partnerships and Collaborations (program \$120,000 DOE funds and \$36,000 local to reflect receipt of grant award and stakeholder in-kind local match in support of a cooperative procurement of alternative fuel vehicles and/or infrastructure.)
- 3.03 Air Quality Management and Operations – Regional Policies and Best Practices (program additional \$15,000 DOE funds for a NCTCOG interdepartmental project to develop a solar energy toolkit and training resources.)
- 5.03 Land-use/Transportation Initiatives – Bicycle and Pedestrian Planning (program \$25,000 local funds to reflect receipt of State Farm Good Neighbor grant award for bicycle and pedestrian safety public education, outreach, and information.)
- 5.03 Land-use/Transportation Initiatives – Bicycle and Pedestrian Planning (program \$70,000 STP-MM funds to support work activities related to the study of bicycle and pedestrian infrastructure improvements to rail stations, and amend text to reflect possible consultant assistance.)
- 5.08 Roadway and Railroad Safety – Transportation Safety Planning (program \$25,000 local funds to reflect receipt of State Farm Good Neighbor grant award for driver safety public education, outreach, and information; and amend text to reflect the use of local funds. In addition, amend text to reflect safety improvement activities to be carried out utilizing existing funds including development of a regional roadway safety strategic plan and a systemic safety improvement funding program.)

Other Modifications Previously Approved by the Regional Transportation Council (RTC) – The modifications provided below have already been approved by the RTC in previous actions. They are now being recommended for incorporation into the UPWP document.

- 3.06 Transit Operations – FTA Urban Funding Grant Administration (amend text to reflect the use of RTC Local funds and consultant assistance.)
- 5.03 Land-use/Transportation Initiatives – Sustainable Development Initiatives (program \$400,000 RTC Local funds and amend text, including Exhibit VI-1, to reflect the conduct of a regional parking analysis; STP-MM funds will be used to support staff oversight activities.)
- 5.03 Land-use/Transportation Initiatives – Sustainable Development Initiatives (amend text in Exhibit VI-1 to reflect the use of STP-MM funds to support staff oversight of the SH 183 Corridor Project.)

- 5.05 Congestion Management Planning and Operations – Regional Traffic Signal Retiming Project (program \$365,202 RTC Local funds for the City of Arlington and the Arlington ISD for roadway and traffic signal improvements related to the improvement of traffic circulation around schools.)
- 5.05 Congestion Management Planning and Operations – Transportation System Management and Operations (program \$1,520,960 STP-MM funds and \$380,240 TxDOT funds; update text to reflect implementation of the 511DFW traveler information system, and update text to reflect the use of TxDOT funds as a source of funding match.)
- 5.05 Congestion Management Planning and Operations – Managed Lane Technology Assessment (program \$1,552,000 CMAQ and \$388,000 TxDOT funds for the implementation and testing of automobile occupancy detection technology, and update text to reflect these additional funding sources.)

Please contact Vickie Alexander or me at (817) 695-9240 if you have any questions or comments regarding these proposed modifications to the FY2016 and FY2017 UPWP prior to the Regional Transportation Council meeting. A request for approval of the proposed modifications will be made at the meeting.

jh
Attachment

AMENDMENT #3 TO THE FY2016 AND FY2017 UNIFIED PLANNING WORK PROGRAM

1.04 Computer System Administration and Application Coordination

Computer Resource Management and Equipment Purchases

Transportation Planning Funds

EXHIBIT II-1

**PLANNED COMPUTER SOFTWARE AND EQUIPMENT PURCHASES USING
TRANSPORTATION PLANNING FUNDS**

QUANTITY	DESCRIPTION	ESTIMATED PRICE
30 40	Microcomputer systems (desktops, portable, tablet)	\$ 75,000 \$100,000
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 extensions)	\$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

QUANTITY	DESCRIPTION	ESTIMATED PRICE
1	Network storage device and supporting software	\$400,000
---	Audio/video equipment for the Transportation Council Room (Subtask 1.02)	\$100,000

3.03 Air Quality Management and Operations

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, **local in-kind contributions**, 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, **State Energy and Conservation Office 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).

3.06 Transit Operations

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 **Regional Transportation Council Local funds**, and local funds will support these activities. **Consultant assistance will be used.** 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.

4.02 Financial Forecasting and Strategies

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. **Consultant assistance will be utilized.** 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; ~~and~~
- **Final report on the economic impact transportation corridors have on tax revenues and the overall economy.**

5.03 Land-use/Transportation Initiatives

Sustainable Development Initiatives

Other Funding Sources

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~~ **three** 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; **and 3) a regional parking analysis that will provide for innovation in technology, design, access, and interface with parking and multi-modal facilities such as rail, people movers, and high capacity corridors in relation to various land uses.** 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; **and**
- **Parking analysis.**

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
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

Project Name	Type	Funding Source
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/STP-MM
Regional Parking Analysis	Planning	RTC Local/STP-MM

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. **Consultant assistance may be utilized.** 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 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.

5.04 Capital and Operational Asset Management System

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, **assisting the Texas Department of Transportation (TxDOT) and other transportation partners with implementation and monitoring objectives for state-administered asset management plans and other relevant performance-based outputs (House Bill 20)**, 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 20 – Dallas County**
- ~~IH 30 – Dallas/Rockwall County~~
- **IH 30/IH 345 (Dallas CBD/CityMap)**
- ~~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
- **Spur 408**
- **US 175 – Dallas County**
- 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, Transportation Improvement Program, [and their linkages to state/MPO performance-based planning outputs](#). Concepts and processes identified through work efforts in Subtask 4.03 (INVEST Implementation) will serve as a foundation for these integration initiatives.

5.05 Congestion Management Planning and Operations

Transportation System Management and Operations

Other Funding Sources

This program also uses Surface Transportation Program—Metropolitan Mobility (STP-MM) funds, Federal Highway Administration (FHWA) funds, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Regional Transportation Council (RTC) Local funds, [Texas Department of Transportation 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, improvement, [and implementation](#) of the 511DFW system; and
- Review of statements of consistency with the Regional ITS Architecture.

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. [Congestion Mitigation and Air Quality Improvement Program funds, Texas Department of Transportation funds, and](#) 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.

5.08 Roadway and Railroad Safety

Transportation Safety Planning

Other Funding Sources

Surface Transportation Program–Metropolitan Mobility (STP-MM), **local funds**, and Transportation Development Credits will also be utilized to support this program. Anticipated products include:

- Procurement of a Regional Safety Information System application tool;
- **Driver safety public education, outreach, and information programs;**
- **Regional roadway safety strategic plan development activities; and,**
- **Systemic safety improvement funding program activities.**

5.12 University Partnership Program

Transportation Planning Funds

This subtask is ongoing throughout both FY2016 and FY2017, and reflects a partnership between the North Central Texas Council of Governments and select universities, including designated Historically Black Colleges and Universities, in support of work efforts in areas such as transportation planning, congestion management, sustainable development, air quality improvement, and data collection and analysis. This program allows NCTCOG to take advantage of expertise that is available from the universities in carrying out core planning functions of the Metropolitan Planning Organization. Through the partnership, faculty and students are utilized to provide technical planning support on specific projects selected by NCTCOG. This work provides mentoring opportunities for students working on projects in the Metropolitan Planning Area and allows them to gain a better understanding of the metropolitan planning process. Anticipated products include:

- **Final reports from participating universities on selected planning projects.**

VIII. Overview of Work Program Funding

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.

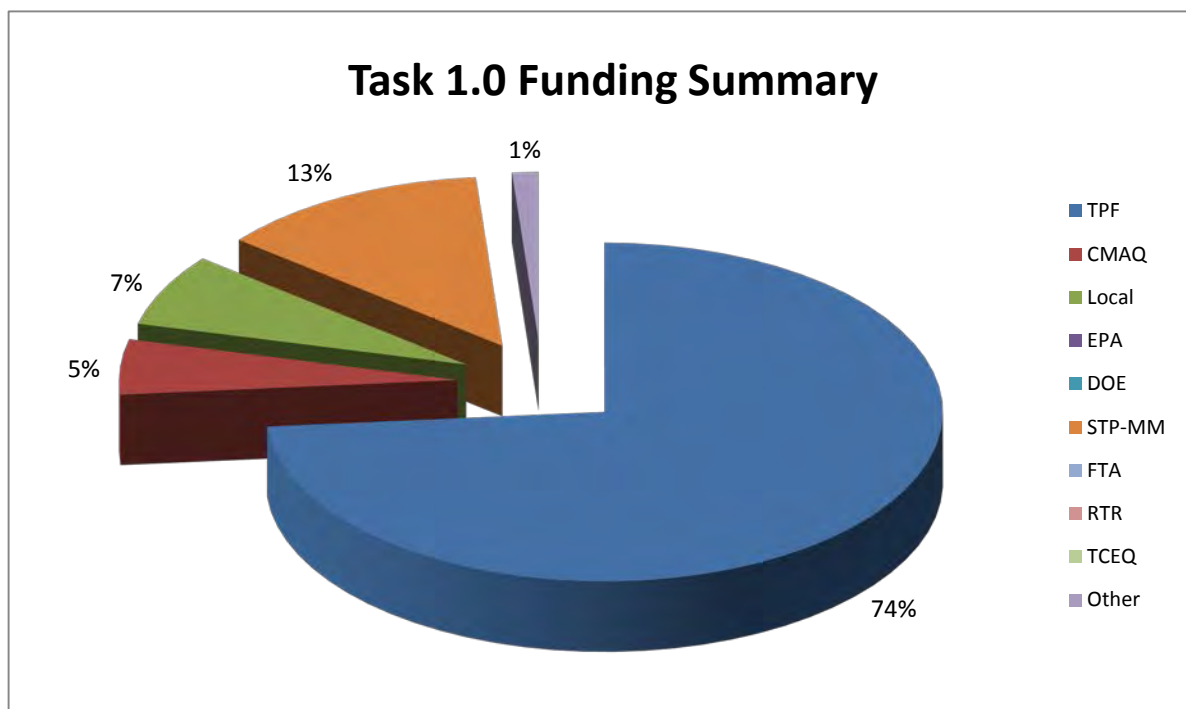
The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL 112 and FTA 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities 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~~ **\$6,897,245** in FY2016 and \$6,530,339 in FY2017 for a two-year total of ~~\$13,060,678~~ **\$13,427,584**. The Federal Transit Administration 5303 funding is ~~\$2,691,978~~ **\$2,677,763** in FY2016 and \$2,691,978 in FY2017 for a two-year total of ~~\$5,383,956~~ **\$5,369,741**. 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~~ **\$25,012,223**. Transportation Planning Funds in the amount of ~~\$20,735,000~~ **\$21,210,000** 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~~ **\$5,369,741**, the estimated FY2015 FHWA PL 112 fund balance of \$6,214,898, and ~~\$9,136,146~~ **\$9,625,361** of Fiscal Years 2016 and 2017 FHWA PL 112 funding. The remaining balance of Fiscal Years 2016 and 2017 FHWA PL 112 funds of ~~\$3,924,532~~ **\$3,802,223** is anticipated to be carried over to Fiscal Year 2018.

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	\$4,249,000			
		\$106,000	NCTCOG Local	
		\$190,000	Local	
		\$212,500	STP-MM	
Subtotal				\$4,757,500
1.03				
		\$20,000	NCTCOG Local	
		\$1,125,000	STP-MM	
		\$522,000	Local	
Subtotal				\$1,667,000
1.04	\$1,451,000			
Subtotal				\$1,451,000
1.05				
		\$543,000	CMAQ	
Subtotal				\$543,000
Total	\$7,597,000	\$2,722,500		\$10,319,500

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.

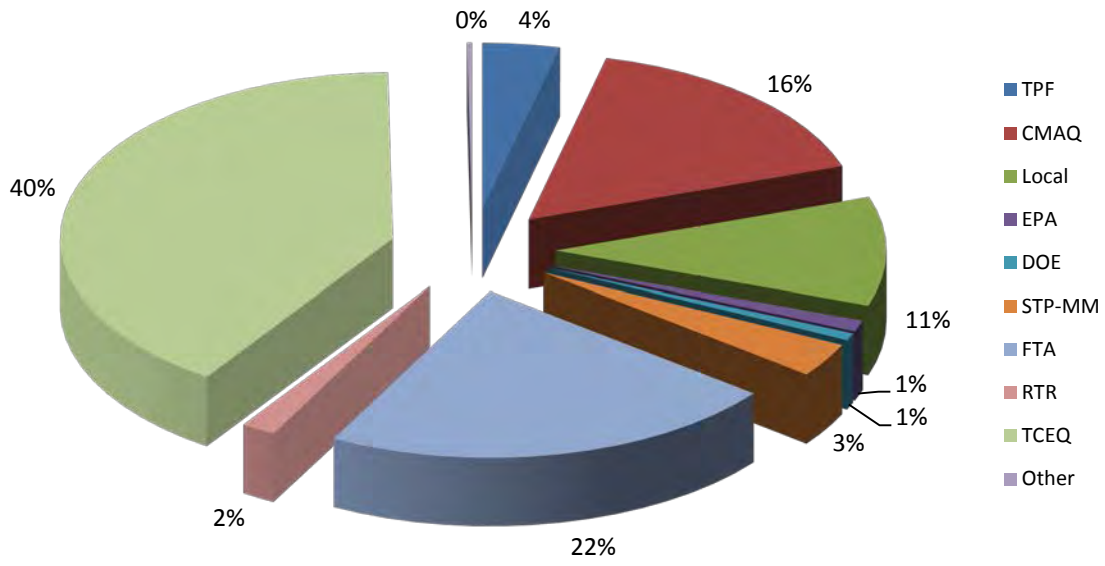


E. FUNDING SUMMARY

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$1,448,000	\$1,165,000	RTR	
		\$885,000	STP-MM	
Subtotal				\$3,498,000
3.02	\$825,000	\$157,000	TCEQ	
		\$202,000	STP-MM	
Subtotal				\$1,184,000
3.03		\$7,834,000	CMAQ	
		\$1,185,000	EPA	
		\$163,000	DOE	
		\$3,656,000	Local	
		\$2,000,000	STP-MM	
		\$44,228,000	TCEQ	
Subtotal				\$59,066,000
3.04		\$1,804,000	CMAQ	
		\$618,800	DOE	
		\$140,000	Local	
		\$574,000	STP-MM	
Subtotal				\$3,136,800
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	\$105,951,800		\$110,084,800

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.

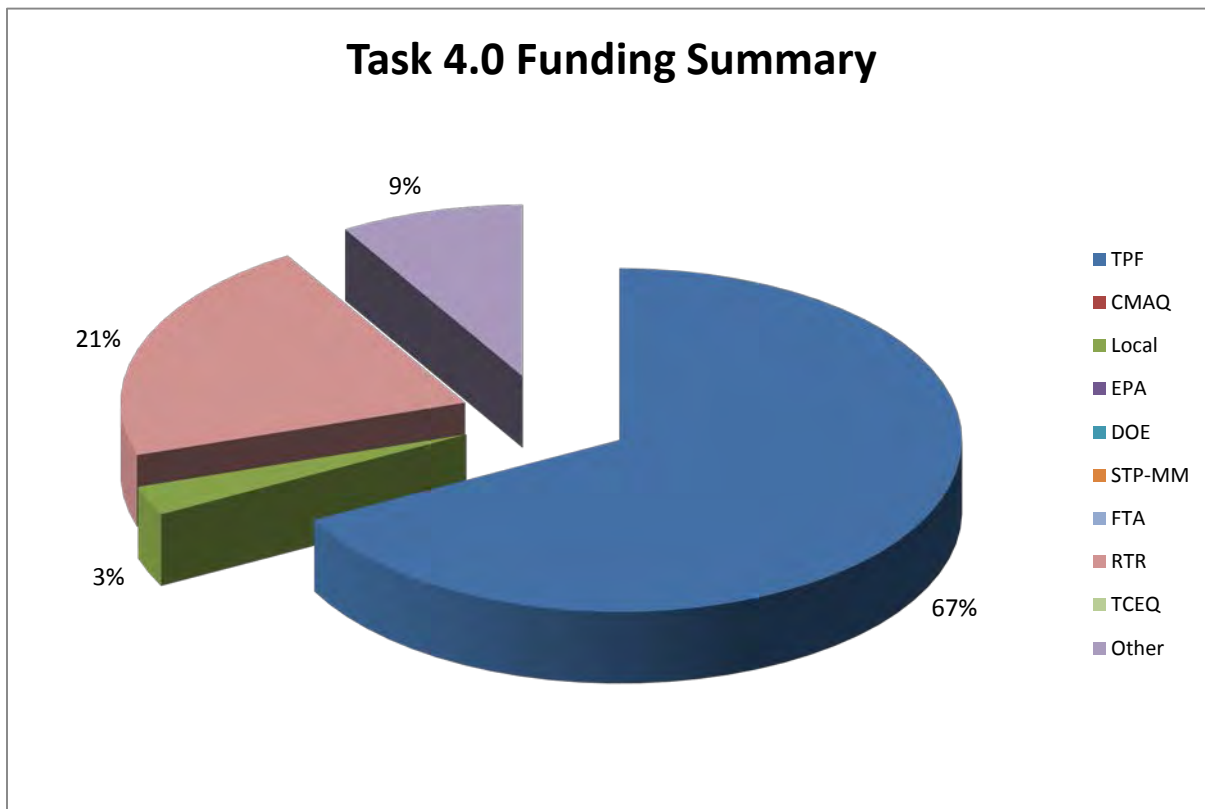
Task 3.0 Funding Summary



E. FUNDING SUMMARY

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
4.01	\$1,846,000	\$13,000	Local	
		\$200,000	FHWA	
Subtotal				\$2,059,000
4.02	\$204,000			
		\$212,500	RTR	
Subtotal				\$416,500
4.03	\$163,000			
		\$94,000	FHWA	
		\$81,000	Local	
		\$514,000	RTR	
Subtotal				\$852,000
4.04	\$81,000			
Subtotal				\$81,000
Total	\$2,294,000	\$1,114,500		\$3,408,500

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.



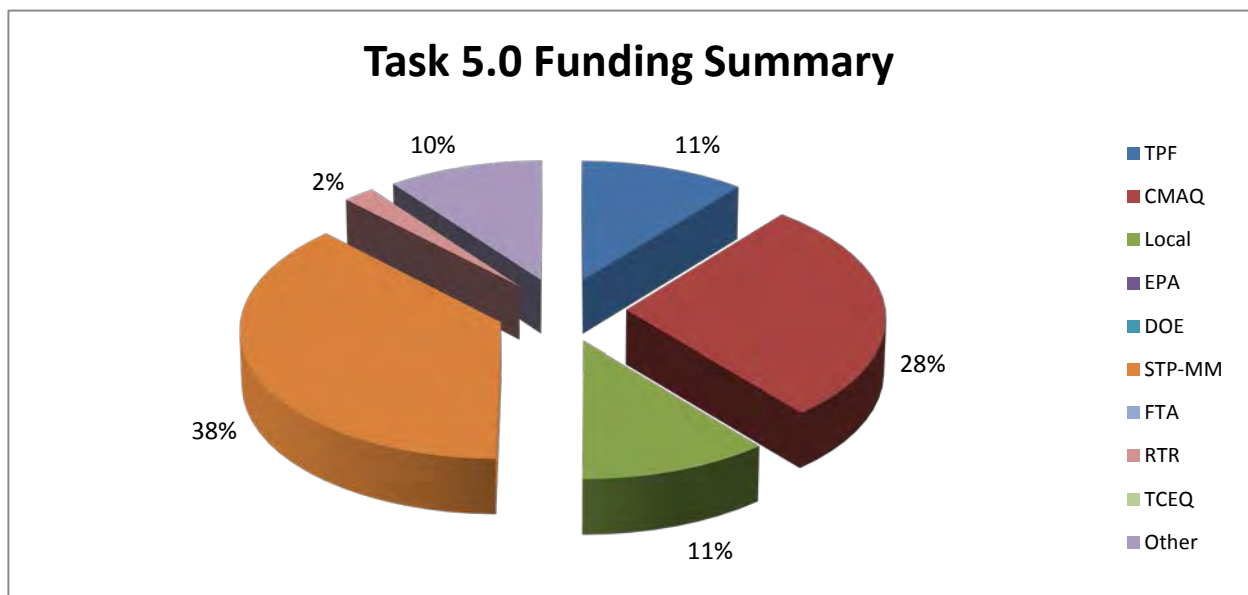
E. FUNDING SUMMARY

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	
		\$1,922,000	Local	
		\$1,993,000	STP-MM	
Subtotal				\$4,853,000
5.04	\$271,000			
		\$78,000	Local	
		\$435,000	STP-MM	
		\$32,000	TXDOT	
Subtotal				\$816,000
5.05	\$562,000			
		\$9,747,000	CMAQ	
		\$375,000	FHWA	
		\$1,437,202	Local	
		\$365,000	RTR	
		\$7,229,960	STP-MM	
		\$1,004,240	TXDOT	
Subtotal				\$20,720,402
5.06				
		\$69,000	Local	
		\$725,000	STP-MM	
		\$113,000	TxDOT	
Subtotal				\$907,000
5.07	\$66,000			
Subtotal				\$66,000

E. FUNDING SUMMARY (cont'd)

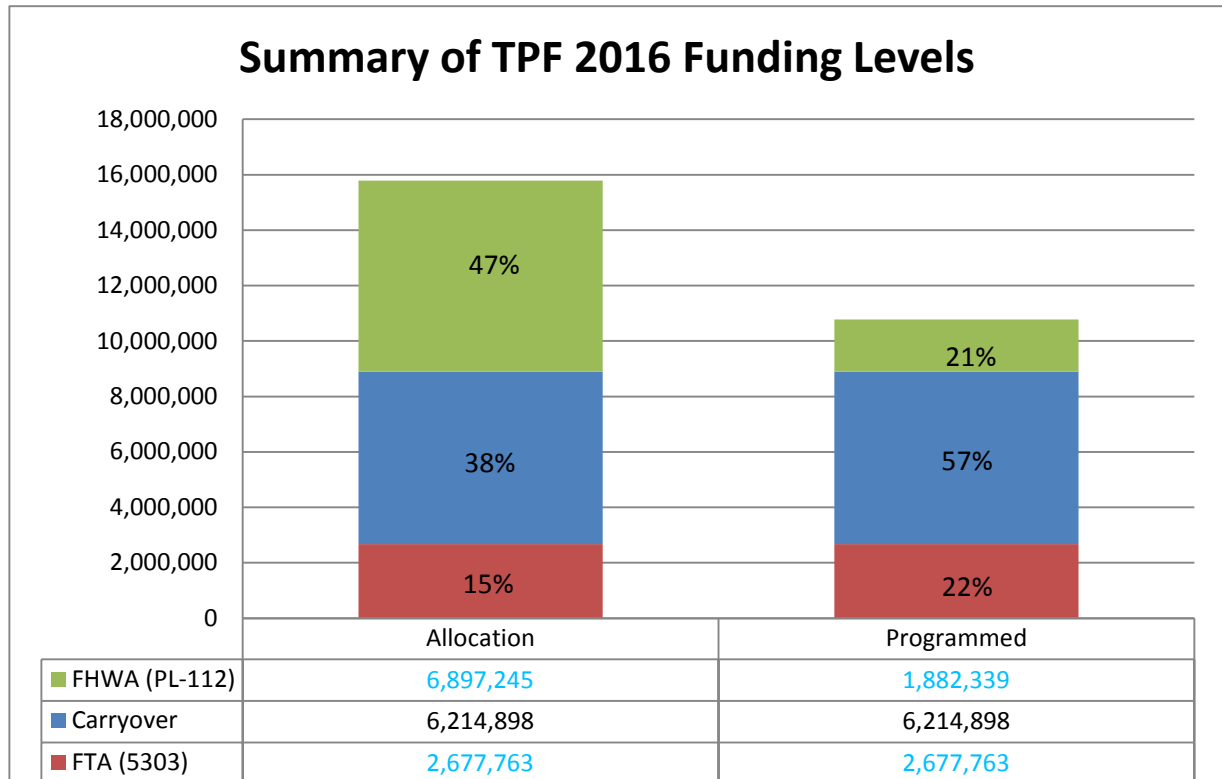
Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.08	\$374,000	\$39,000	Local	
		\$106,000	STP-MM	
Subtotal				\$519,000
5.09	\$153,000	\$195,000	FAA	
		\$229,000	Local	
		\$40,000	STP-MM	
Subtotal				\$617,000
5.10		\$440,000	DOD	
		\$127,000	Local	
Subtotal				\$567,000
5.11		\$1,300,000	STP-MM	
		\$588,835	TXDOT	
Subtotal				\$1,888,835
5.12	\$250,000			
Subtotal				\$250,000
Total	\$3,853,000	\$31,060,237		\$35,313,237

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.

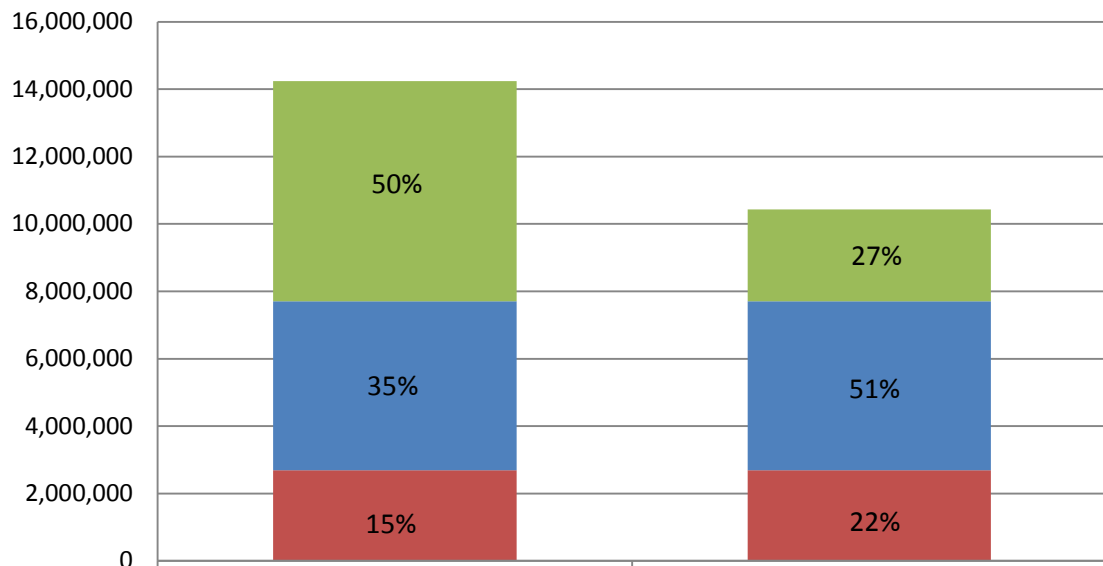


**EXHIBIT VIII-1
FY2016 AND FY2017 TPF PROGRAMMING SUMMARY**

	FY2016		FY2017	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,677,763	2,677,763	2,691,978	2,691,978
FHWA (PL-112)				
Carryover	6,214,898	6,214,898	5,014,906	5,014,906
New Allocation	6,897,245	1,882,339	6,530,339	2,728,116
Total TPF	15,789,906	10,775,000	14,237,223	10,435,000
Carryover		5,014,906		3,802,223
Two-Year Totals				
FTA Section 5303	5,369,741			
FHWA PL-112	19,642,482			
Total	25,012,223			
Programmed	21,210,000			
Carryover	3,802,223			



Summary of TPF 2017 Funding Levels

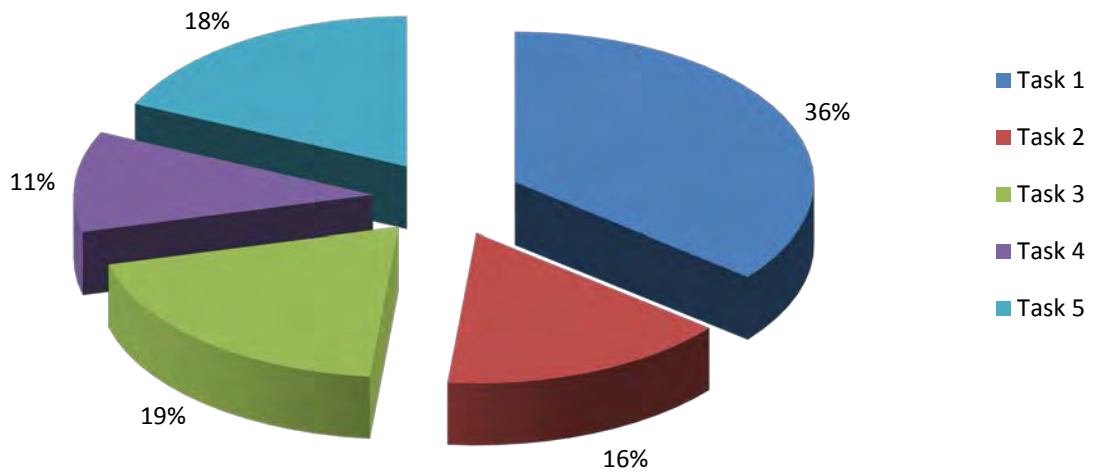


	Allocation	Programmed
FHWA (PL-112)	6,530,339	2,728,116
Carryover	5,014,906	5,014,906
FTA (5303)	2,691,978	2,691,978

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	\$2,182,000	\$2,067,000	\$4,249,000
1.03	Advanced Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Administration and Application Coordination	\$957,000	\$494,000	\$1,451,000
1.05	Quality Control and Field Operations	\$0	\$0	\$0
	Subtask 1.0	\$4,061,000	\$3,536,000	\$7,597,000
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	\$152,000	\$52,000	\$204,000
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	\$1,190,000	\$1,104,000	\$2,294,000
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	\$185,000	\$86,000	\$271,000
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
5.12	University Partnership Program	\$50,000	\$200,000	\$250,000
	Subtask 5.0	\$1,805,000	\$2,048,000	\$3,853,000
	FUNDING TOTALS	\$10,775,000	\$10,435,000	\$21,210,000

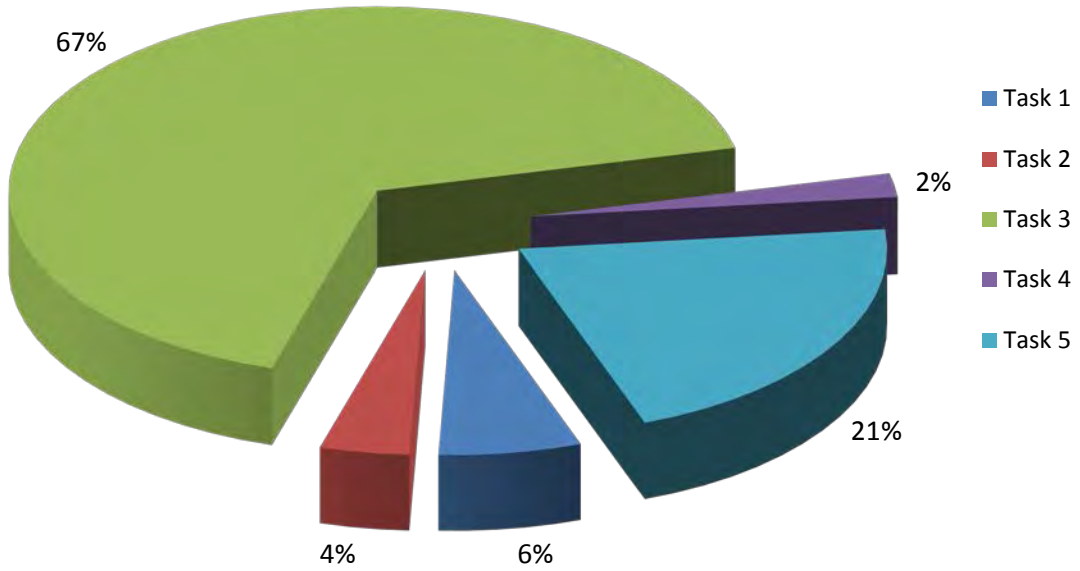
Transportation Planning Funds (TPF) Summary by Task



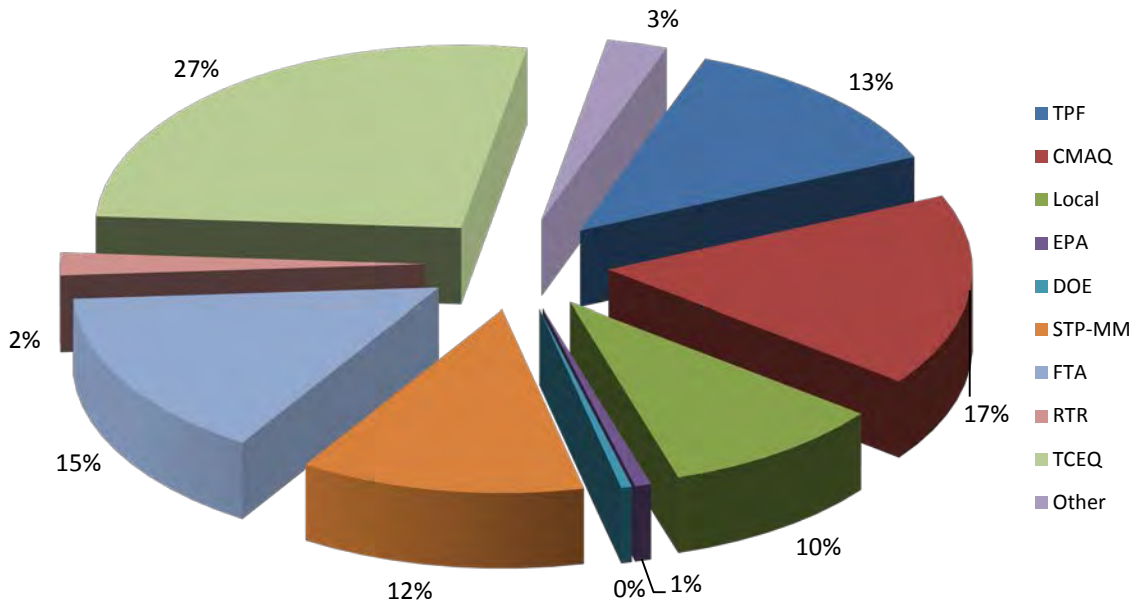
**EXHIBIT VIII-3
FY2016 AND FY2017 UPWP FUNDING SUMMARY**

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	44.23.01	44.23.02	
			44.25.00		44.24.00	
					44.22.00	
	4151000				44.27.00	
<hr/>						
TPF	\$7,597,000	\$3,333,000	\$4,133,000	\$2,294,000	\$3,853,000	\$21,210,000
CMAQ	\$543,000	\$0	\$17,638,000	\$0	\$9,901,000	\$28,082,000
DOD	\$0	\$0	\$0	\$0	\$440,000	\$440,000
DOE	\$0	\$0	\$781,800	\$0	\$0	\$781,800
EPA	\$0	\$0	\$1,185,000	\$0	\$0	\$1,185,000
FAA	\$0	\$0	\$0	\$0	\$195,000	\$195,000
FHWA	\$0	\$96,000	\$0	\$294,000	\$712,000	\$1,102,000
FTA	\$0	\$239,000	\$24,558,000	\$0	\$0	\$24,797,000
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local NCTCOG	\$712,000	\$239,000	\$11,649,000	\$94,000	\$3,946,202	\$16,640,202
Local	\$130,000	\$0	\$0	\$0	\$0	\$130,000
NTTA	\$0	\$0	\$0	\$0	\$41,000	\$41,000
RTR	\$0	\$0	\$1,829,000	\$726,500	\$751,000	\$3,306,500
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STP-MM	\$1,337,500	\$2,559,000	\$3,661,000	\$0	\$13,226,960	\$20,784,460
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$44,385,000	\$0	\$0	\$44,385,000
TxDOT	\$0	\$0	\$265,000	\$0	\$2,247,075	\$2,512,075
Subtotal	\$10,319,500	\$6,466,000	\$110,084,800	\$3,408,500	\$35,313,237	\$165,592,037

Summary of Funding by Task



Summary of Total Funding



Modifications to the FY2016 and FY2017 Unified Planning Work Program

**Regional Transportation Council
May 12, 2016**

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



New Initiative - TPF

Project	Financial Action	Description
University Partnership Program (5.12)	\$250,000 TPF	Add project and program funds to reflect partnerships with select universities to support work efforts in areas such as transportation planning, congestion management, sustainable development, air quality improvement, and data collection and analysis.

Adjustments to Existing Projects - TPF

Project	Financial Action	Description
Computer System Administration and Application Coordination – Computer Resource Management and Equipment Purchases (1.04)	\$ 25,000 TPF	Program funds for the purchase of ten additional staff computers, and amend text in Exhibit II-1 to reflect this increase.
Financial Forecasting and Strategies – Long-Range Financial Planning (4.02)	\$100,000 TPF	Program additional funds and amend text to reflect increased staff participation and consultant assistance in activities to identify the economic impact that transportation corridors have on tax revenues and the overall economy.

Adjustments to Existing Projects - TPF

Project	Financial Action	Description
Capital and Operational Asset Management System (5.04)	\$100,000 TPF	Program additional funds and amend text to reflect change in inventory of pilot study corridors as a result of Mobility 2040, and staff assistance to transportation partners relative to State/MPO performance-based planning outputs.
Chapter VIII, Proposed Budget	(\$ 14,215) FTA 5303 \$366,906 FHWA PL 112	Amend text in Exhibit VIII-1 to reflect updated FY2016 allocation of Transportation Planning Funds.

Adjustments to Existing Projects – Other Funding Sources

Project	Financial Action	Description
Air Quality Management and Operations – Partnerships and Collaborations (3.03)	\$120,000 DOE \$ 36,000 In-kind	Program additional funds to reflect receipt of grant award and amend text to reflect stakeholder in-kind local match in support of a cooperative procurement of alternative fuel vehicles and/or infrastructure.
Air Quality Management and Operations – Regional Policies and Best Practices (3.03)	\$15,000 DOE	Program additional funding for an interdepartmental project to develop a solar energy toolkit and training resources.

Adjustments to Existing Projects – Other Funding Sources

Project	Financial Action	Description
Land-use/Transportation Initiatives – Bicycle and Pedestrian Planning (5.03)	\$25,000 Local	Program funds to reflect receipt of State Farm Good Neighbor grant award for bicycle and pedestrian safety public education, outreach, and information.
Land-use/Transportation Initiatives – Bicycle and Pedestrian Planning (5.03)	\$70,000 STP-MM	Program funding to support work activities related to the study of bicycle and pedestrian infrastructure improvements to rail stations, and amend text to reflect possible consultant assistance.

Adjustments to Existing Projects – Other Funding Sources

Project	Financial Action	Description
Roadway and Railroad Safety – Transportation Safety Planning (5.08)	\$ 25,000 Local	Program funds to reflect receipt of State Farm Good Neighbor grant award for driver safety public education, outreach, and information; and amend text to reflect the use of local funds. In addition, amend text to reflect safety improvement activities to be carried out utilizing existing funds including development of a regional roadway safety strategic plan and a systemic safety improvement funding program.

Previous RTC Action on Projects

Project	Financial Action	Description
Transit Operations – FTA Urban Funding Grant Administration (3.06)	N/A	Amend text to reflect the use of RTC Local funds and consultant assistance.
Land-use/Transportation Initiatives – Sustainable Development Initiatives (5.03)	\$400,000 RTC Local	Program funding and amend text, including Exhibit VI-1, to support a regional parking analysis to provide for innovation in technology, design, access and interface with parking and multi-modal facilities; STP-MM funds will support staff oversight activities.
Land-use/Transportation Initiatives – Sustainable Development Initiatives (5.03)	N/A	Amend text in Exhibit VI-1 to reflect the use of STP-MM funds to support staff oversight of the SH 183 Corridor Project.

Previous RTC Action on Projects- cont'd.

Project	Financial Action	Description
Congestion Management Planning and Operations – Regional Traffic Signal Retiming Project (5.05)	\$ 365,202 RTC Local	Program funds for the City of Arlington and the Arlington ISD for roadway and traffic signal improvements related to the improvement of traffic circulation around schools.
Congestion Management Planning and Operations – Transportation System Management and Operations (5.05)	\$1,520,960 STP-MM \$ 380,240 TxDOT	Program funds and update text to reflect implementation of the <i>511DFW</i> traveler information system, and update text to reflect the use of TxDOT funds as a source of funding match.
Congestion Management Planning and Operations – Managed Lane Technology Assessment (5.05)	\$1,552,000 CMAQ \$ 388,000 TxDOT	Program additional funds for the implementation and testing of automobile occupancy detection technology, and update text to reflect additional funding sources.

Funding Adjustments (non TPF)

Funding Source	Amount	UPWP Task(s)
DOE	\$ 135,000	3.03
Local	\$ 86,000	3.03, 5.03, 5.08
STP-MM	\$1,590,960	5.03, 5.05
RTC Local	\$ 765,202	5.03, 5.05
CMAQ	\$1,552,000	5.05
TxDOT	\$ 768,240	5.05

FY2016 and FY2017 TPF Programming Summary

FY2016 and FY2017 US FTA (5303)	\$ 5,369,741
FY2016 and FY2017 US FHWA (Estimated PL)	\$13,427,584
FY2015 US FHWA (Estimated PL-Carryover)	\$ 6,214,898
Total Transportation Planning Funds	\$25,012,223
Anticipated Expenditures	\$21,210,000
PL Balance to Carry Over to FY2018	\$ 3,802,223

Modification Schedule

- April 11** **Initiation of Public Input Opportunity**
- April 22** **Action by Surface Transportation
Technical Committee**
- May 12** **Action by Regional Transportation
Council**
- May 26** **Action by NCTCOG Executive Board**
- May 27** **Submittal to Texas Department of
Transportation**

Unified Planning Work Program Modifications

Comments or Questions:

Dan Kessler

Assistant Director of Transportation

Phone: 817/695-9248

E-mail: dkessler@nctcog.org


Vickie Alexander

Administrative Program Supervisor

Phone: 817/695-9242

E-mail: valexander@nctcog.org

<http://www.nctcog.org/trans/admin/upwp>


GO

[Programs](#) > [Topics A-J](#) > [Topics K-Z](#) > [Departments](#) > [Services](#) > [About Us](#)

[transportation](#)

[Home > Transportation > Air Quality > Air Quality Programs](#)
[Print this page](#)

Air Quality Home
Air Quality Programs
Air Quality Committees
Air Quality Policy and Regulations
Car Care Clinics 2016
Clean Vehicle Information
Major Air Pollutants
Funding Opportunities
Ozone Information
State Implementation Plan (SIP)
Transportation Conformity
Transportation Home

SmartWay

SmartWay® is a voluntary, public-private program by the U.S. Environmental Protection Agency (EPA) that helps the freight industry reduce fleet emissions, improve fuel economy, and increase energy efficiency. The SmartWay program includes four major elements: SmartWay Transport Partnership, SmartWay Technology Program, SmartWay Vehicles, and SmartWay International Interests.

The North Central Texas Council of Governments (NCTCOG) joined the SmartWay Transport Program as an Affiliate in October 2006. In this role, NCTCOG promotes SmartWay initiatives within the region by providing educational outreach to potential partners and affected industries.

NCTCOG encourages local freight fleets to join the program and improve environmental performance while enjoying the many benefits partners and companies receive.



SmartWay Links

[EPA SmartWay Program](#)

[Saving Money and Reducing Truck Emissions \(SMARTE\) Program](#)

[NCTCOG SmartWay Fact Sheet](#)

[EPA Certified Passenger Vehicles](#)

[EPA Verified Technologies](#)

[Sign-Up for SmartWay Email Updates](#)

[Become a SmartWay Partner](#)

NCTCOG Receives 2016 SmartWay Affiliate Challenge Award!



NCTCOG is one of 7 organizations nationwide to be named an EPA 2016 SmartWay Affiliate Challenge Award Honoree. The SmartWay Affiliate Challenge is a national challenge developed by EPA to acknowledge organizations that participate in SmartWay and do an exceptional job supporting the partnership's freight sustainability goals. NCTCOG has received this award six times, and has consecutively been honored since 2012.

"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 to 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."

Saving Money and Reducing Truck Emissions (SMARTE) Program

NCTCOG received funding from EPA to conduct comprehensive outreach, education, and financial assistance to the trucking industry regarding programs, technologies, and operational practices which reduce emissions and increase efficiency of freight operations. A major focus of this effort will be promotion of EPA-verified [SmartWay technologies](#).

SMARTE Home: [Saving Money and Reducing Truck Emissions \(SMARTE\) Program](#)

Webinar: Realizing the Benefits of SmartWay Partnership

The North Central Texas Council of Governments (NCTCOG) co-hosted a webinar with the EPA and ABJ Express to describe SmartWay Partnership benefits and highlight local Dallas-Fort Worth fleet ABJ Express' positive experience as a SmartWay Partner.

Webinar Presentation: [Realizing the Benefits of SmartWay Participation](#)

SmartWay Passenger Vehicles Outreach

Through the [AirCheckTexas Drive a Clean Machine Program](#), NCTCOG is educating participating dealerships and applicants about passenger vehicles which have earned the SmartWay designation from the EPA.

- [AirCheckTexas Flier](#)
- [EPA Green Vehicle Guide](#)

Learn more about NCTCOG's work related to freight in North Central Texas



SmartWay Upgrade Kit Demonstration Project

The NCTCOG conducted an in-use demonstration project to evaluate the impact of SmartWay technologies in increasing fuel economy and reducing emissions among Class 8 heavy-duty trucks.

Overall, the results of the demonstration project support the finding that the use of SmartWay technologies, particularly when used as a kit, is an effective tool for improving fuel economy and reducing emissions among Class 8 heavy-duty trucks.

Final Report: [Study and Analysis of Fuel Consumption and Emissions Reductions for Heavy-Duty Diesel Trucks](#)

Reusable Packaging Workshop

The NCTCOG, in partnership with [Use Reusables](#), co-hosted a workshop to cover the operational advantages of reusable transport packaging within a supply chain.

Webinar Presentation: [Reusable Transport Packaging Workshop](#).
August 6, 2013

For more information or comments regarding SmartWay activities at NCTCOG, please contact staff at 817-608-2354 or smarte@nctcog.org

5/2/2016 AP/MG

-  **NCTCOG**
North Central Texas Council of Governments
 - [GO](#)
 - [Programs](#) >
 - [Topics A-J](#) >
 - [Topics K-Z](#) >
 - [Departments](#) >
 - [Services](#) >
 - [About Us](#)
-
- [transportation](#)
 - [Air Quality Home](#)
 - [Air Quality Programs](#)
 - [Air Quality Committees](#)
 - [Air Quality Policy and Regulations](#)
 - [Car Care Clinics 2016](#)
 - [Clean Vehicle Information](#)
 - [Major Air Pollutants](#)
 - [Funding Opportunities](#)
 - [Ozone Information](#) >
 - [State Implementation Plan \(SIP\)](#)
 - [Transportation Conformity](#)
 - [Transportation Home](#)

Home > Transportation > Air Quality > Clean Vehicles
[Print this page](#)

Air Quality Funding Opportunities for Vehicles

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

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

Current Vehicle Grant Funding Opportunities

 [Select Language ? ?](#)

	Eligible Focus Areas								Eligible Applicant Type
	Heavy-Duty Vehicles					Light-Duty Vehicles			
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	
Click the links below for a program description and relevant dates and details.									
AirCheckTexas Drive a Clean Machine Program						X			General Public
Drayage Loan Program Deadline: First Come, First Served		X				X			Private Sector
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X	X	X		Private Sector
Grants for Buses and Bus Facilities and Low or No Emissions Grant Programs Deadline: May 13, 2016 NEW!	X					X			Public Sector
Propane Vehicle Incentives for Texas	X	X		X		X	X	X	Public Sector, Private Sector
Texas Natural Gas Vehicle Grant Program (TNGVGP) Deadline: First Come, First Served until May 26, 2017	X	X	X	X		X			Public Sector, Private Sector, General Public

[NCTCOG Funding Opportunity Archive](#)

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

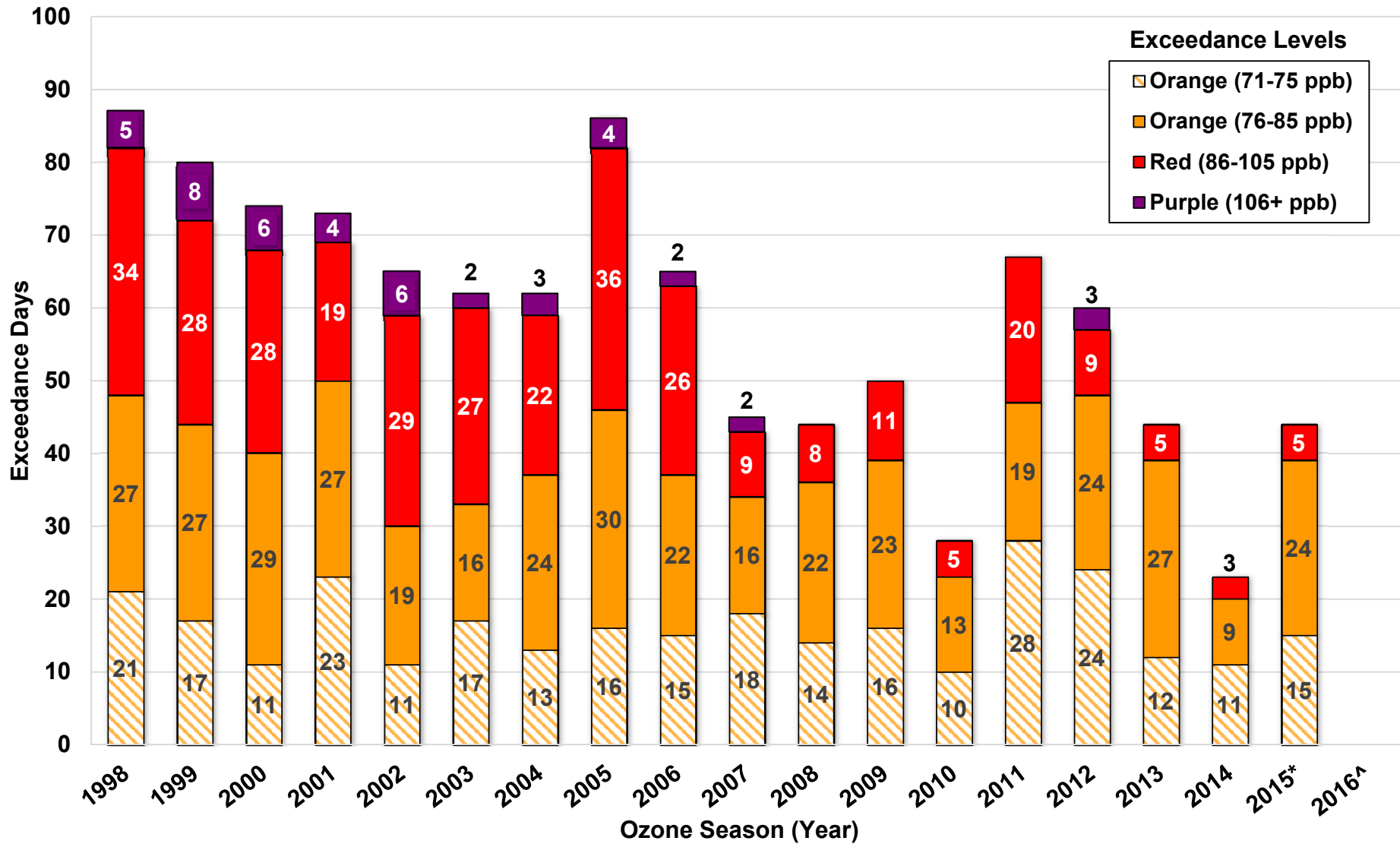
[CONTACT US](#) | [SITE MAP](#) | [LEGAL](#) | [SYSTEM REQUIREMENTS](#)




North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888
Main Operator: (817) 640-3300 | Fax: (817) 640-7806

2016 OZONE SEASON

Eight-Hour Ozone Exceedance Days Based on 70 ppb Standard



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

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

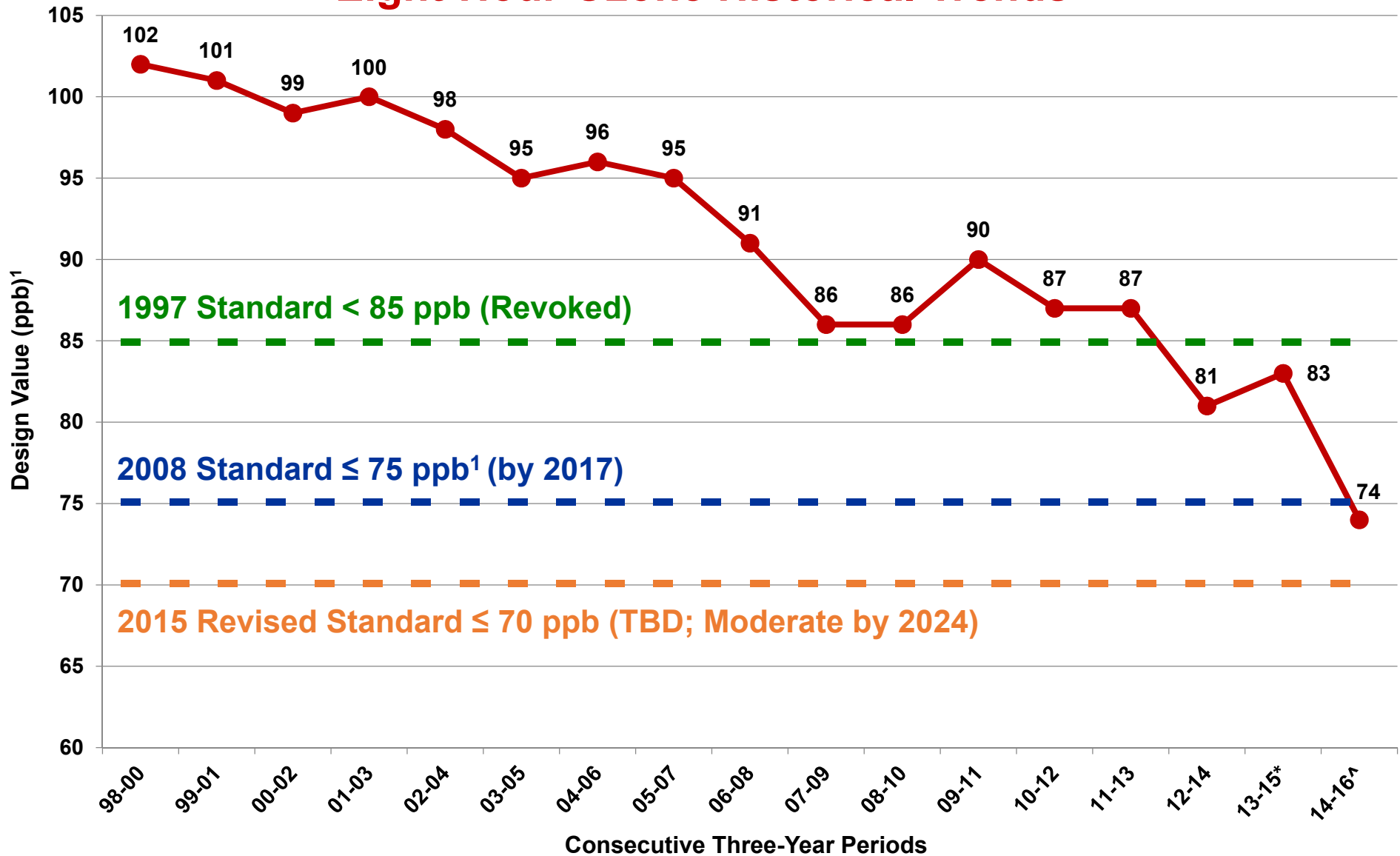
* Data not certified by the TCEQ

^Not a full year of data, current as of 5/3/2016

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

2016 OZONE SEASON

Eight-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 eight-hour average ozone concentration) is less than or equal to 70 parts per billion (ppb).

*Data not certified by the Texas Commission on Environmental Quality

^Not a full year of data, current as of 5/3/2016.



IF IT'S NOT IN YOUR BACKYARD YET, IT'S COMING SOON!



On behalf of the Railroad Commission of Texas and
Dallas-Fort Worth Clean Cities,
please join us for a CNG/ LNG Code Workshop on:
Friday, May 20, 2016

10 am to 2 pm

North Central Texas Council of Governments
616 Six Flags Drive, Arlington, TX 76011

Lunch provided by TD Industries.

Please RSVP by Wednesday, May 18, 2016:
susan.shifflett@rrc.texas.gov or 713.628.9915



Dallas-Fort Worth
CLEAN CITIES



Dallas-Fort Worth Clean Cities Training Schedule

2016

Friday, May 20

Compressed Natural Gas/Liquefied Natural Gas Code & Compliance Workshop

NCTCOG

10 am – 2 pm

Organizations Represented: Railroad Commission of Texas, Gas Technology Institute, Harris County Fire Marshal Office, CNG Energy Partners, TD Industries, CNG Station Contractors, Hill and Wilkinson, AMP CNG, Atmos Energy, Stabilis Energy, Thigpen Energy, Blu Roads Solutions, Applied LNG, and Shell LNG.

What Will Be Covered: Natural Gas Overview, Railroad Commission CNG/LNG Rules, Ongoing Code Development and Updates, CNG Station Codes and Safety Panel, LNG Station Codes and Safety Panel

Who Should Attend: Fire marshals, code and compliance officers, CNG/LNG industry personnel

RSVP: Susan Shifflett at susan.shifflett@rrc.texas.gov or 713-628-9915

Wednesday, June 8 –
Thursday, June 9

National Alternative Fuel Training Consortium First Responder Vehicle Safety Training

NCTCOG

8 am – 5 pm

What Will Be Covered: Properties and functions of alternative fuels; How to identify the risks and hazards common to alternative fuel storage; How to recognize the alternative fuel vehicle (AFV) components, vehicle operation, fueling, and charging; How to identify risks involved with the transport and handling of alternative fuels; Personal protective equipment necessary for firefighters, EMS, and law enforcement officers when responding to an AFV incident; and rescuing occupants from a damaged AFV.

Who Should Attend: Fire fighters, EMS personnel, law enforcement, first responder trainers, tow truck industry personnel

RSVP: <http://bit.ly/1ovrbTO>

Tuesday, August 2 –
Wednesday, August 3

Compressed Natural Gas Fuel System Inspector Training Universal Technical Institute – Irving

8 am – 5 pm

What Will Be Covered: A working knowledge of the types of cylinders and fuel system components used in CNG vehicle systems; How to visually inspect CNG cylinders and fuel system components for damage and deterioration; How to vent and store CNG cylinders safely; How to safely and confidently hand CNG cylinders and fuel lines related to the system; How to recognize various failure models; information for the CSA International standardized certification test for cylinder inspection.

Who Should Attend: Technicians responsible for maintaining natural gas vehicles; system installers; safety managers; fleet managers and supervisors; and risk management staff

Wednesday, September 7

Compressed Natural Gas Fuel Station Safety Training

NCTCOG

8 am – Noon

More information to follow

Tuesday, October 4 –
Wednesday, October 5

Compressed Natural Gas Fuel System Inspector Training Location TBD

8 am – 5 pm

What Will Be Covered: A working knowledge of the types of cylinders and fuel system components used in CNG vehicle systems; How to visually inspect CNG cylinders and fuel system components for damage and deterioration; How to vent and store CNG cylinders safely; How to safely and confidently hand CNG cylinders and fuel lines related to the system; How to recognize various failure models; information for the CSA International standardized certification test for cylinder inspection.

Who Should Attend: Technicians responsible for maintaining natural gas vehicles; system installers; safety managers; fleet managers and supervisors; and risk management staff

For additional information, visit www.dfwcleancities.org/cals or contact:

Kimberlin To, Communications Specialist

cto@nctcog.org | 817-608-2362

REGIONAL TRANSPORTATION COUNCIL ONLINE PUBLIC INPUT OPPORTUNITY**Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program
(UPWP) Modifications****Transportation Control Measure Substitution****Start of 2016 Ozone Season****Online Public Input Opportunity Dates**

Monday, April 11 – Tuesday, May 10, 2016 - The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation 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 posted information regarding:

1. Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) Modifications
2. Transportation Control Measure Substitution
3. Start of 2016 Ozone Season

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions could be submitted by email at transinfo@nctcog.org, online at www.nctcog.org/input, by mail at P.O. Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-608-2335 or emailing jstout@nctcog.org.

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL**Sandi Black, April 8, 2016**

Stop with the Tolls already! Fix the current roadways and pot holes and stop the idea of making Texas a toll road State! Tolls are double taxation and the idea needs to be stopped NOW!

Lorne Bloovol, April 12, 2016

The loop around Houston is nearly finished. When will there be a complete loop around DFW?

C. Victor McDonald, April 12, 2016

There should never be ANY toll roads built. It is an abrogation of the Texas legislatures duties to employ them. Get rid of toll roads all together.

Wayne Chumley, April 12, 2016

Why doesn't NCTCOG adapt Governor Abbott's mandate to eliminate all toll road projects and roll back the tolls on current toll roads since it is now a proven fact that toll lanes only increase congestion rather than reducing it?

Lon Holloway, April 12, 2016

Why are toll cost per mile rates 170 state gasoline cost per mile rates. Example, .20 cents per gallon state gasoline tax and a vehicle getting 20 mpg is .01 a penny per mile. Your high occupancy rates are \$ 1.70 per mile and a driver still pays the .20 state gasoline tax rate

John McClain, April 12, 2016

If There Are Union Workers, I Won't Ride Any System....

Steve Turner, April 12, 2016

I've heard that you are plan to reintroduce Traffic Circles (Roundabouts) We have had them before and it took a lot of time, effort, and political squeezing to get rid of them. I remember several of them and WE DO NOT NEED THEM, AND DON'T WANT THEM here. When traffic is clogged they are very dangerous intersections. People colliding with each other getting on and off. Please do not re introduce this terrible idea.

John Kelso, April 13, 2016

There has been talk for several years about widening highway 34 between Greenville where it intersects with I-30 and going South to Cash. but nothing has been said about that recently. This road is coming very well traveled and congested at I-30. Can that project be moved up in the priority list? It needs to be 4 lanes at least between I-30 and FM1567.

Bob, April 13, 2016

slow down the building of highways and speed up the growth of mass transit rail lines...east and west. A rail line from Mesquite to DFW along the 635 route would have done wonders.

Terri Hall, April 13, 2016

I have a question. I reviewed the pdf presentation on this substitution and cannot figure out what the substitution involves. Turning the HOV lane into an 'express lane' involves what? Is that the same thing as a managed toll lane? How will traffic light signalization in Allen and Fairview help relieve congestion on I-35? The presentation linked online lacks detail.

http://www.nctcog.org/trans/outreach/involve/TCM_Substitution_Public%20Meeting.pdf

Response by Jenny Narvaez, NCTCOG

Hi Terri,

Thank you for your inquiries.

Turning the HOV lane into an 'express lane' involves what?

In response to this question, there are two elements for consideration:

- (1) Traditional transportation planning

Page 13 of NCTCOG's Citizens Guide provides an overview how a project evolves to construction. Specifically, since the opening of the temporary HOV lane in 2000, increased congestion in this corridor has resulted in the HOV lane no longer providing the needed congestion relief and associated air quality benefits it was once providing. The redesign of this corridor calls for the HOV lane be converted to a toll-free express lane.

Additionally, page 133 of the latest Metropolitan Transportation Plan (locally adopted on March 10, 2016) provides the following definition for an express lane: Express Lanes: Similar to tolled managed lanes, express lanes are typically built in the median of freeway corridors and separated from parallel traffic by barriers. Express lanes do not have a toll component, so they cannot offer a guaranteed speed. Express lanes have significantly fewer entrance and exit ramps than parallel freeway lanes and allow through traffic to avoid congestion that results from local trips. Express lanes are a new concept for the North Central Texas region and are being planned for corridors previously designed for tolled managed lanes where additional tax funding allows the roadway to be built without tolls.

(2) Air quality planning due to the region's ozone nonattainment status

Secondly (and the purpose of this public meeting item), upon its opening in 2000, the US 67/IH 35E HOV corridor between IH 20 and IH 30 has been listed as an air quality commitment in the State Implementation Plan (SIP). Due to the corridor's future operational change, removal of the HOV component will render no further air quality benefits and as this project is a commitment in the SIP, calculated air quality benefits will need to be replaced. This will allow the SIP to maintain air quality benefits through a different transportation project(s). Staff chose traffic light signalization projects in the City of Allen and City of Fairview to replace benefits that were provided from the HOV lane.

Is that the same thing as a managed toll lane?

No. See explanation and references outlined above.

How will traffic light signalization in Allen and Fairview help relieve congestion on I-35?

Your question brings to our attention the need to include benefits from air quality projects closer to the HOV location. Therefore, we are adding benefits from traffic signalization projects in the City of Dallas as well. These additionally referenced signalization projects in the City of Dallas are already funded and are available for use in our substitution effort as their air quality benefits have yet to be formally claimed in a SIP.

Again, thank you for contacting me. If you have any other questions or need further clarification, please let me know.

M, April 14, 2016

Stop squandering our tax money on 'transportation' (grants for mass transit; light rail; etc.) and spend it on BUILDING and MAINTAINING our public streets and highways. Thank you.

Timothy Dugan, April 15, 2016

Rideshare - Lyft, Uber, OneRide, GetMe and all of the other new, on demand transportation opportunities is transforming how we get around. I am a driver and a user of these services and or market is unique. Unlike Metro Austin, San Antonio and the like, we are a huge area that encompasses many cities, towns and jurisdictions. This is creating some real confusion for the

employees/partners of these businesses. Right now, the City of Dallas is the only town that requires permits for operators of "Transportation-For-Hire" drivers and vehicles. However, weekly, news reports come out about the other cities in our metro area that are looking into, voting on, or considering restrictions on TFH. While I appreciate that towns are taking an interest in keeping their communities safe, I would like to propose an idea that would prevent a driver like me from having to visit multiple cities to get multiple stickers to create multiple blind spots on my vehicle. As it stands now, I have the State Registration Sticker, City of Dallas TFH Vehicle Permit, D/FW Airport Permit, Toll Tag, and Uber/Lyft Trade Dress. As more cities implement permitting requirements, my vehicle will be come more unsafe. A streamlined process in which all cities in the D/FW Metroplex share one permit, or at least have reciprocal agreements to recognize all other permits would make for a streamlined process for drivers, would allow all cities to track all drivers, and would keep from creating more and more clutter in the form of permit stickers on the windshield of my vehicle. I appreciate your time, and hope for some future clarity as our unique Metroplex handles growing and changing commerce.

Michael Hennen, April 15, 2016

Trains and buses should be emphasized over more highway traffic lanes. The more lanes you build, the more cars will drive on them. Instead, expand the rail transportation and bus systems.

Rede Beitman, April 19, 2016

I oppose any changing of a paid for free lane into any type of toll collection lane in any form on I35.

Jon-Carlo Luera, April 20, 2016

Attention NCTCOG:

Toll roads are a hot button issue, just like firearms and the death penalty. Toll roads are an abomination and do NOT represent American, or Texan Values. I am an active voter and heavily consider toll roads as a top 3 issue when I vote. Please GET TOLLS OUT OF TEXAS. Thank You.

Kathie Armstrong, April 21, 2016

Can the City of Dallas implement changes in roadways such as changing one-way streets to two-way to intentionally slow and congest traffic, and thereby increasing pollution, without any traffic engineering oversight by this organization or others? The proposal in question for Polk and Tyler Streets in Oak Cliff has the potential to do a lot of harm to the health and safety of the residents there, while only benefitting a few people financially. Is there no oversight for this sort of thing?



North Central
Texas Council
of Governments

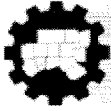
PUBLIC COMMENT SHEET

Name KENTON SELF
Organization _____
E-mail _____ Phone _____
Address _____
City DALLAS State TX Zip Code 75248

Please provide written comments below:

WILL PRESTON RIDGE SOUTH &
PRESTON RIDGE NORTH
JOIN UP ?

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>



North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

Name LINDA WATKINS
Organization UT Southwestern
E-mail _____ Phone _____
Address _____
City Dallas State TX Zip Code 75390

Please provide written comments below:

DART TRAINS - green line
too many homeless persons on train in
the mornings (6^{am}-8am). Would be nice to
have DART police to wake trains in the
a.m. so that we do not have to sit near
them. Am worried about their mental
status.

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>



North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

Name Lorin Washington
Organization UTA, CAPPA
E-mail _____ Phone _____
Address _____
City _____ State _____ Zip Code 75243

Please provide written comments below:

Question:

What is the general consensus on adding rail for passenger use in McKinney on the DART line in the East Fork area?

-D.S.

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>

Comments on Regional Transportation
Public Input Opportunity

4/18/16
mailed
4/20/16

Notifications to the FY 2016 + FY 2017 Unified Planning
Work Program

I am a favor of the University Partnership Program for
areas such as transportation planning, congestion mgmt,
etc.

Land use / transportation initiatives - Bicycle + Pedestrian
Planning - I am in favor of educating the public to
respect pedestrians + bicyclists

Congestion mgmt operations - We sit in traffic,
may it be in our vehicles, or in a bus, too much of
the time. Whatever you can do to keep traffic
moving would be greatly appreciated.

Start of Open Space / Air Quality Updates
Sample of Air Quality Initiatives - I am in favor
of these initiatives - I think it's especially
helpful to ^{teach} ~~teach~~ very young children to think
along these lines.

Over →

Transportation Central

Measure Substitution

US67/IH 35E HOV

Substitution Project

I am very much in favor of devising ways to reduce emissions, especially with our increased population and its resulting potential to create more pollution.

Phyllis Filmer

RECEIVED

APR 26 2016

TRANSPORTATION

WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

We're in Fort Worth this morning hearing from local city fleets about their fleet operations. #dfwcleancities. – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans @ProtecFuel @E85Fuel Speaking to #DFW fleets about #ethanol viability in their fleets #E85 #E15 – Protec Fuel (@ProtecFuel)

#D10 HOA/NA Pres. getting an update on LBJ East expansion & Skillman Interchange Projects @NCTCOGtrans – Serve Dallas (@AdamMcGoughD10)



@DallasPolitics when discussing the 45mph limit why did you fail to mention Chisholm Trail in Ft. Worth? @dallasnews – Dallas May (@1DaIM)



@DallasPolitics @dallasnews With Chisholm Trail Tollway, @NCTCOGtrans didn't wait a year before throwing community concerns out the window – Dallas May (@1DaIM)

Our take on the unending #TrinityTollroad saga:

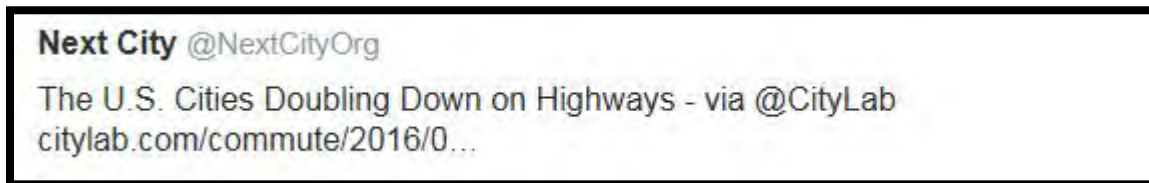
<http://www.dallasnews.com/opinion/editorials/20160325-editorial-compromises-on-trinity-are-welcome-but-dont-go-far-enough-toward-creating-a-true-parkway.ece>

@marklamster @AngelaHunt @Mike_Rawlings @WalkableDFW @Wylie_H_Dallas – Michael Lindenberger (@Lindenberger)

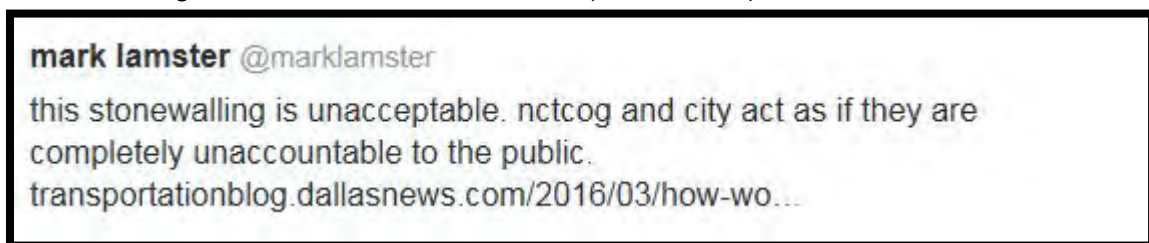


@Lindenberger Why not mention Chisholm Trail when discussing how @NCTCOGtrans keeps their promises on speed limits and community concerns? – Dallas May (@1DaIM)

Locals need look no further than @TXIlege & @NCTCOGtrans for examples of this. We need robust #TransitAlternatives! – Loren S. (txbornviking)




.@brandonformby, @dallascityhall & @NCTCOGtrans will lies about traffic numbers & Justifications given to committee – PaulSims (@PaulSims)



@NCTCOGtrans & @CityOfDallas continuing to stonewall requests for info backing up @LBeasleyyvr's highway report. – Wylie H. Dallas (@Wylie_H_Dallas)

PaulSims @PaulSims
.@brandonformby, must submit formal open records req, inc. drafts of Thompson report and correspondence with staff.
twitter.com/marklamster/st...

@NCTCOGtrans Tesla Model 3 reveal is just around the corner. Will you be reserving one on 3-31-16? Take the poll! – Teresa Schaefer (@teresakschaefer)




The image shows the Tesla logo at the top, followed by three cars. From left to right: a white Tesla Model S, a white Tesla Model X, and a black silhouette of a car, which is the Tesla Model 3. Below the cars is a poll question.

Poll: Would you put down \$1,000 for the new Tesla Model 3?
Interested buyers will have to wait until late 2017 to take delivery, but they can get ahead of the game by putting down a \$1,000 deposit Thursday.
cnbc.com

Safety for pedestrians and cyclists. It's important Texas. – Cynthia Silverthorn (@RXdSustain)

NCTCOGTransportation @NCTCOGtrans

Crossing an intersection? Make sure you're inside the crosswalk.
Tips: LookOutTexans.org #LookOutTexans



The logo for LookOutTexans.org shows a group of people walking on a sidewalk, with a red speech bubble containing the text "Look Out!"

Crossing an intersection? Make sure you're inside the crosswalk. Tips:
<http://www.LookOutTexans.org> #LookOutTexans – NCTCOG Transportation Department



@NCTCOGtrans In my neighborhood, pedestrians cannot use crosswalks because cars are in them waiting at lights. Pls address real problems. – apressler (@apressler3)

Whatll it take to have @TXlege allow DFW counties or @NCTCOGtrans hold a similar vote for #TransitAlternatives?
http://renewatl.com/474/atlanta-transportation/kasim-reed-marta-bill-to-allow-largest-expansion-ever/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+Renewatl+%28RenewATL%29... – Loren S. (@txbornviking)

@txbornviking @NCTCOGtrans A whole lot more than you are bringing now. – #txlege (@TXlege)

It really is maddening that @CarrolltonTX would allow Txdot and @NCTCOGtrans do this to their historic downtown. – Dallas May (@1DaIM)

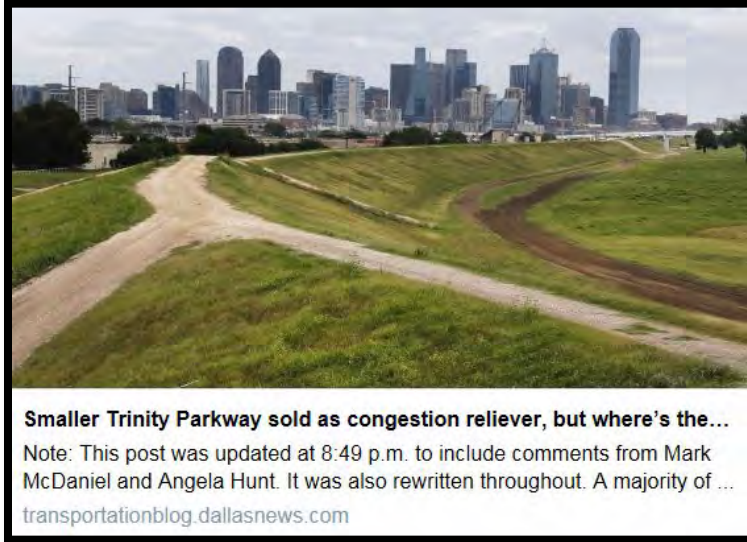


@1DaIM @CarrolltonTX @NCTCOGtrans @brandonformby To be fair it is unfinished, but yeah – Atticus (@C_K27)

@1DaIM @CarrolltonTX @NCTCOGtrans @brandonformby soon you'll only be able to see towering highway overpasses as far as eye can see – Philip Goss (@gosspl)

Why did @LBeasleyyvr's team fail to release @NCTCOGtrans traffic info dated January 21st? Why the secrecy surrounding Trinity hiway plan? – Wylie H. Dallas (@Wylie_H_Dallas)

.@NCTCOGtrans dir Morris "unaware of anyone" other than me interested in Trinity's impact on I-30/35E – Brandon Formby (@brandonformby)



@brandonformby @NCTCOGtrans Aaahhh, transparency. It's a wonderful thang. – larry (@LarryBrautigam)

@brandonformby @NCTCOGtrans how much lying can one organization do? And how can Morris keep his job? Simply amazing. – Phillip Goss (@gosspl)

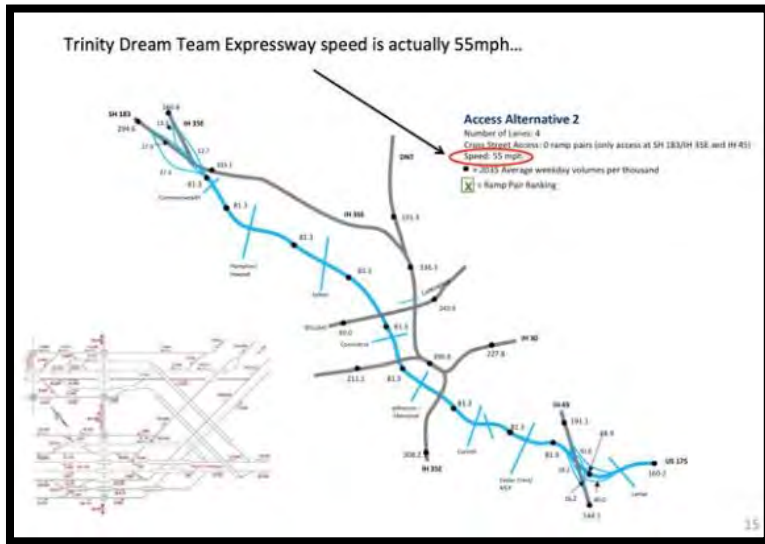
Michael Morris, transportation dictator at @NCTCOGtrans, attempting to win the hearts & minds of Dallasites. – Wylie H. Dallas



Why does @NCTCOGtrans transportation dictator Michael Morris consistently show so much contempt for the citizens of @CityOfDallas ? – Wylie H. Dallas (@Wylie_H_Dallas)

@Wylie_H_Dallas @CityOfDallas yes - @NCTCOGtrans please tell us. Or do I have to attend a meeting in Arlington to find out? – Philip Goss (@gosspl)

@NCTCOGtrans secretly modeled @LBeasleyvvr's Trinity hiway speed @ 55mph in Jan. Why did they said they had no data? – Wylie H. Dallas (@Wylie_H_Dallas)



.@scottgriggsdal: "People are very much interested in" how Trinity Pkwy will impact I-30/I-35E: – Brandon Formby (@brandonformby)



@brandonformby @PriceCoffee @scottgriggsdal That's not what @NCTCOGtrans dear leader Michael Morris says. We're not supposed to be nosy. – Wylie H. Dallas (@Wylie_H_Dallas)

When'll we have a #TransitAlternatives option to games?@CityOfArlington I'm talking to you!
@TheTFortWorth @dartmedia – Loren S. (@txbornviking)

NCTCOG Transportation @NCTCOGtrans

The IH 30 TEXpress Lanes will be operating for @Rangers #OpeningDay.
Go Rangers! bit.ly/1S3dG51

Wait a sec... I think I see @NCTCOGtrans ' own dictator, Michael Morris! – Wylie H. Dallas
(@Wylie_H_Dallas)

Bicycle San Antonio @BikeSanAntonio

Look, it's @sanantoniotci and @TxDOT engineers. Didn't know you guys
went to the conference. [twitter.com/transportdata/...](https://twitter.com/transportdata/)

We're at @Brookhaven's College's Earth Day Fest. Come visit us and chat about #transpo & AQ.
– NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans Excellent! 🐣 – Brookhaven College (@brookhaven)

Look left, right, and left again before crossing the streets. <http://www.LookOutTexas.org>
#LookOutTexans – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans remember Texans, even though cars do the killing, it's your own damn fault for walking. – apressler (@apressler3)

April is Distracted Driving Month & #NationalCarCareMonth. Practice safety when preparing and driving your car! – Car Care Council (@CarCareCouncil)

NCTCOG Transportation @NCTCOGtrans

April is Distracted Driving Awareness Month! Take the pledge to be an attentive driver: bit.ly/1XfxiY6. #DDAM #TakeBackYourDrive

@NCTCOGtrans See MPO provisions in new Florida law (pgs. 25-26). Requires consideration of automated vehicle tech

http://www.myfloridahouse.gov/Sections/Documents/loaddoc.aspx?FileName=_h7027er.docx&DocumentType=Bill&BillNumber=7027&Session=2016 ...–Thomas Bamonte (@TomBamonte)

@NCTCOGTrans should read this: – Wylie H. Dallas (@Wylie_H_Dallas)

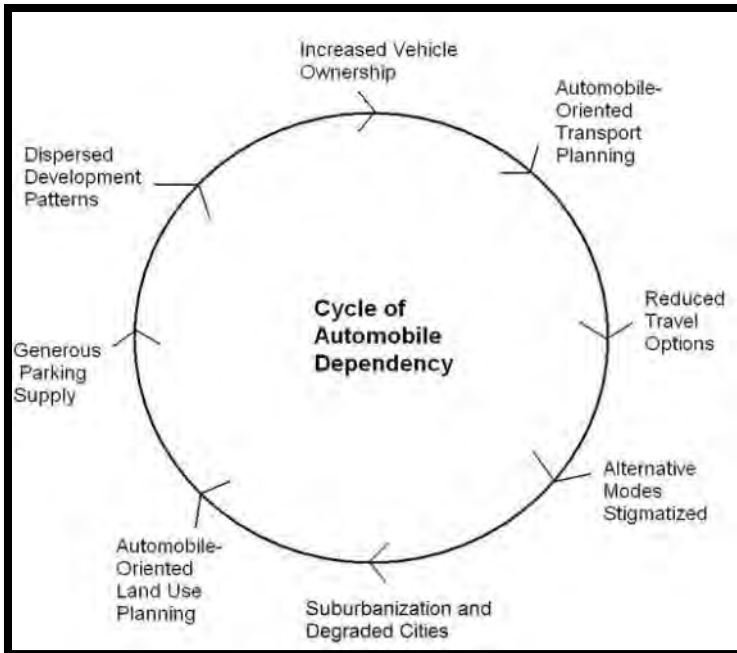


Arlo wants you to join him @ @LewisvilleTexas ColorPalooza & #OakCliffEarthDay:
<http://bit.ly/15H0sYo> #ArloWasHere – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans see you then! #LVColorPalooza – City of Lewisville (@LewisvilleTexas)

The "cycle of car-dependency" & public policies that subsidize suburban #sprawl, v/@LitmanVTPI
<http://bit.ly/1EvGtIN> – Brent Toderian (@BrentToderian)



@BrentToderian @LitmanVTPI The @NCTCOGtrans looks at your silly chart and laughs.
We've got 22-lane highways to build down here, damnit! – Wylie H. Dallas
(@Wylie_H_Dallas)

#TFW your friend tries to say you don't need to wear a seat belt. #LoveltClickIt – TxDOTDallas District (@TxDOTDallasPIO)



@TxDOTDallasPIO What if we want to walk, bike or take the bus/train? Oh, wait, this is @NCTCOGtrans land, where such ideas are discouraged. – Wylie H. Dallas (@Wylie_H_Dallas)

@NCTCOGTrans & @CityofDallas continue to dodge questions on @LBeasleyyvr's secretive river highway plan. – Wylie H. Dallas (@Wylie_H_Dallas)



@NCTCOGtrans is getting really tired of that peaky @brandonformby doing actual reporting. They are really missing ol' Steve Blow. – Dallas May (@1DaIM)

Every time I see TXDot's PIO Tony Hartzel's name, I remember that he used to do DMN Transpo @1DaIM @NCTCOGtrans @brandonformby – C. Troy Matthis (@CTroyMatthis)

Yup. When I first started, I read his work religiously & was all “THAT’S the job I want.” @CTroyMathis @1DaIM @NCTCOGtrans – Brandon Formby (@brandonformby)

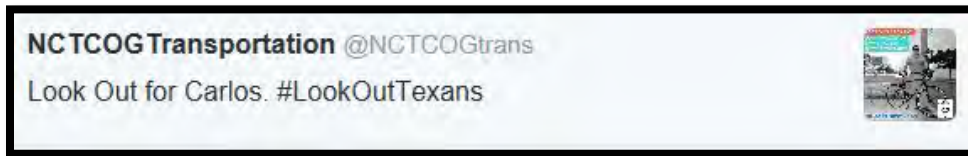
Keep it up Brandon! And, thank you. @brandonformby @1DaIM @NCTCOGtrans – C. Troy Mathis (@CTroyMathis)

Old dinosaurs keep putting out dinosaur ideas. Amirite @NCTCOGtrans? – Phillip Goss (@gosspl)



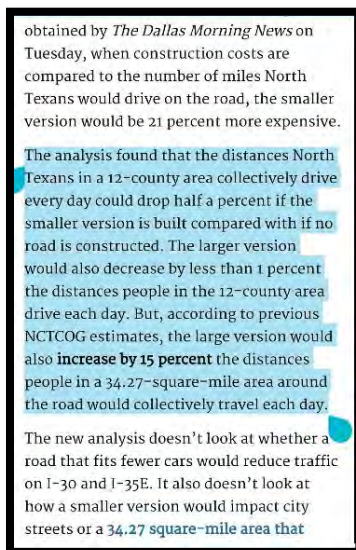
Houston Tomorrow @HoustonTomorrow
Ambitious expansion of old paradigm unveiled @TAGHouston. \$26B in @TxDOTHoustonPIO & @HCTRA roads @SylvesterTurner

Carlos must be hardcore b/c he has reflectors and an upturned stem on his shiny ride. #prop #Fred – Metropolitan Complex (@MetroComplex)



NCTCOG Transportation @NCTCOGtrans
Look Out for Carlos. #LookOutTexans

This is utter junk science, but what's the goal? 15% more VMT = 15% more congestion in the most congested area. – patrick kennedy (@WalkableDFW)



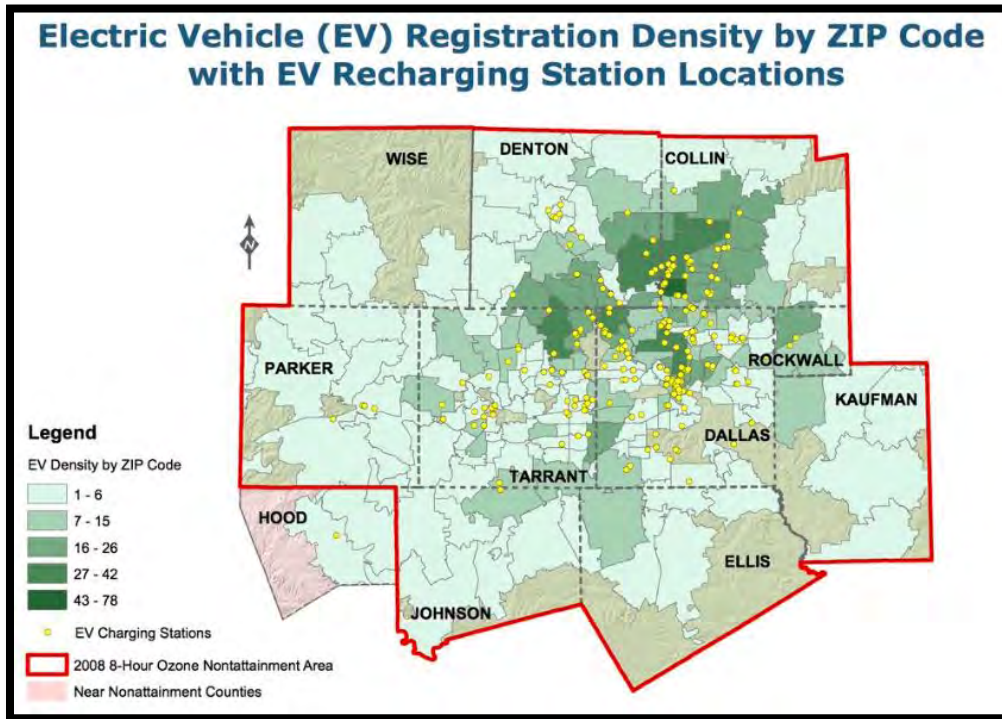
obtained by *The Dallas Morning News* on Tuesday, when construction costs are compared to the number of miles North Texans would drive on the road, the smaller version would be 21 percent more expensive.

The analysis found that the distances North Texans in a 12-county area collectively drive every day could drop half a percent if the smaller version is built compared with if no road is constructed. The larger version would also decrease by less than 1 percent the distances people in the 12-county area drive each day. But, according to previous NCTCOG estimates, the large version would also **increase by 15 percent** the distances people in a 34.27-square-mile area around the road would collectively travel each day.

The new analysis doesn't look at whether a road that fits fewer cars would reduce traffic on I-30 and I-35E. It also doesn't look at how a smaller version would impact city streets or a 34.27 square-mile area that

@WalkableDFW why be surprised @NCTCOGtrans says spend a \$.5B on a hwy so that drivers can save \$20M/yr. <http://bit.ly/1RTFHQF> – Dallas May (@1DaIM)

Where are North #texasEV registered? @NCTCOGtrans has the answer! – N TX Tesla Owners (@NTXTeslaOwners)



We are creating change and electrifying the #Texas #I35Corridor @NCTCOGtrans @PlugInTexas – Smart Charge (@SmartChargeInc)

NCTCOG Transportation (@NCTCOGtrans)

We are creating change and electrifying the #Texas #I35Corridor! @NCTCOGtrans @PlugInTexas

EARS 1966-2016 NCTCOG

pinterest.com

Thank you @NCTCOGtrans for including us in your vendor database! #ElectrifyTexas #DallasLove <http://www.dfwcleancities.org/services/VendorDetailview.asp?pageID=1651> – Smart Charge (@SmartChargeInc)



Join us on Saturday at EPIC Earth Day hosted by @KGVBTexas. and see our friends from NTEAA and @NCTCOGtrans #texasEV – N TX Tesla Owners (@NTXTeslaOwners)

Hope @NCTCOGtrans reads this. – Wylie H. Dallas (@Wylie_H_Dallas)

patrick kennedy @WalkableDFW
When regionalism accelerates sprawl it undermines what regional governance should protect: food security, air and water quality.

@Wylie_H_Dallas @NCTCOGtrans @WalkableDFW they've responded before "sprawl will happen regardless". Well, when they used to respond. – Philip Goss (@gosspl)

@gosspl @NCTCOGtrans @WalkableDFW So they put out the fire with gasoline? – Wylie H. Dallas (@Wylie_H_Dallas)

@Wylie_H_Dallas @NCTCOGtrans @WalkableDFW cog = ^_(\u0322)_/ MAWR CARS lulz – Philip Goss (@gosspl)

#NationalBikeMonth is right around the corner & FWTA is proud to support the @NCTCOGtrans #LookOutTexans campaign! – The T Fort Worth (@TheTFortWorth)

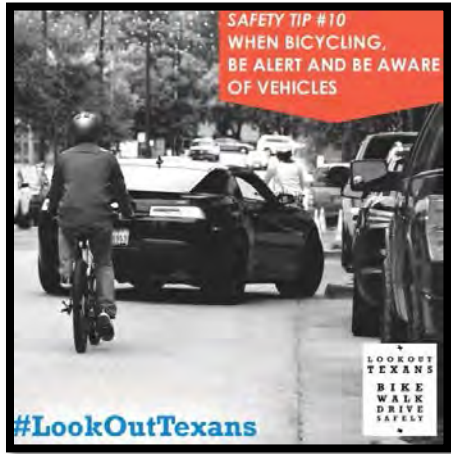


Especially because @NCTCOGtrans does virtually nothing to make bike transportation safe and efficient. – Wylie H. Dallas (@Wylie_H_Dallas)

NCTCOG Transportation @NCTCOGtrans
When bicycling, be aware of vehicles and predict future movements of drivers. LookOutTexans.org #LookOutTexans



When bicycling, be aware of vehicles and predict future movements of drivers.
LookOutTexans.org #LookOutTexans – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans why don't you design safer roads for cyclists instead of just making hways wider? – Atticus (@C_K27)

@NCTCOGtrans Any chance to get quality bike infrastructure, similar to what the rest of the U.S. has, or is in process of building? – Wylie H. Dallas (@Wylie_H_Dallas)

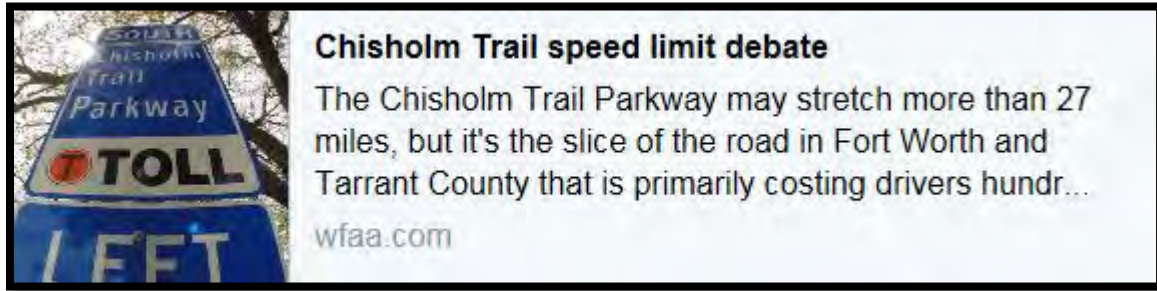
Thanks @NCTCOGtrans! We look forward to seeing you tomorrow at the Grapevine Botanical Gardens. – KGVB Texas (@KGVBTexas)



With @KGVBTexas @NCTCOGtrans and @NTEAA at #EPICEarthDay2016 #texasEV – N TX Tesla Owners (@NTXTeslaOwners)



@NCTCOGtrans and NTTA throw promises out the window without a care or a thought to the people they affect. – Dallas May (@1DaIM)



Same thing will happen on @LBeasleyvr's Trinity river highway in Dallas.... – Wylie H. Dallas (@Wylie_H_Dallas)

Wylie_H_Dallas But, of course @LBeasleyvr, will personally ensure that the @NCTCOGtrans will keep the promises they paid him to make to us – Dallas May (1DaIM)

@LeeforDallas @NCTCOGtrans @nctcogenv @TxDOTDallasPIO @TxDOT @USDOT @SecretaryFoxx – Ryan Behring (@_ryanbehring)



I can picture the guys at @NCTCOGtrans laughing hysterically at this – Wylie H. Dallas (@Wylie_H_Dallas)



Take the DART challenge and ride your bike in May.

<http://www.dart.org/news/news.asp?ID=1239> ... @NCTCOGtrans – dartmedia (@dartmedia)



The poster is split into two main color sections: light blue on the left and yellow on the right. On the left, a stylized blue and yellow cyclist is shown riding a blue bicycle. Text in the top left corner reads 'WIN PRIZES BikeandRide'. The main title 'DART Bike to Work Challenge' is in bold black font, with the dates 'May 1 thru May 31, 2016' below it. A list of instructions includes 'REGISTER', 'RIDE YOUR BIKE', and 'LOG YOUR TRIPS'. A note states 'Top three participants will win the following prizes from Richardson Bike Mart.' Below this, a table lists prizes: 1st Place (\$100 Gift Card), 2nd Place (\$50 Gift Card), and 3rd Place (\$25 Gift Card). The right side of the poster features the DART logo with the slogan 'let's go.', a circular logo for 'try parking it' with a mouse cursor, and the Richardson Bike Mart logo with 'EST. 1983'.

Just heard a powerful presentation by @NCTCOGtrans at @EarthDayTexas!! Don't commit....Act! – Texas Trees (@Texas_Treess)



Exciting #sustainability commitments presented at Resilient Texas event. #EDTx2016 @usgbctx @NCTCOGtrans – Terri Adkisson (@tggrgrrl)
GIS tree mapping just one project... Tech meets #EDTx2016 @NCTCOGtrans @smartntx – Terri Adkisson (@tggrgrrl)

Air pollution in DFW appears to be so bad due, in part, to sprawl-inducing policies encouraged by the NCTCOG... <http://fb.me/2hVw9LRRJ> – Wylie H. Dallas @Wylie_H_Dallas

When are the people of @NCTCOGtrans going to be held responsible for bad engineering and design? <http://dallas.culturemap.com/news/restaurants-bars/04-23-16-film-blogger-car-accident-hit-and-run-gary-murray/> ... via @CultureMapDal – Dallas May (@1DaIM)

@NCTCOGtrans why isn't the Central trail (75) bike/walk on ur map? A friend got one at Earth day event. The central trail is worth noting. – Drew Lifsey (@BBQ44)

What if we held @NCTCOGtrans and @TXDOTDallasPIO to the same standard? – Wylie H. Dallas (@Wylie_H_Dallas)

Kostelec Planning @KostelecPlan

41 injuries lead to worldwide recall of 1.1m vehicles for redesign. What if we held roads to the same standards? [twitter.com/bbcbreaking/st...](https://twitter.com/bbcbreaking/status/1111111111)

Michael Morris and @NCTCOGtrans play a \$6 million practical joke on the citizens of @CityOfDallas. Now THAT's power! – Wylie H. Dallas (@Wylie_H_Dallas)



@NCTCOGtrans will the meeting for chapel creek bridge project still happen tonight? – Jeff Perkins (@perkins_jeff)

I'd love to see @TXlege allow TX metros same opportunity. Are you in favor @NCTCOGtrans? @dartmedia? @TheTFortWorth? – Loren S. (@txbornviking)

Darin [ATL Urbanist] @atfurbanist

Importance of this can't be overstated: City of ATL can vote on it's own transit tax; given GA politics, that's huge politics.blog.ajc.com/2016/04/26/atl...

Free events @dallaslibrary to help you crush the @dartmedia @NCTCOGtrans @RichBikeMart Bike to Work Challenge – Mark Draz (@markdraz)

Dallas Public Library celebrates

BIKE TO WORK DAY

2nd annual

ENERGIZER STATION

MAY 20 7:30AM - 9

Bike Commuting 101

FREE workshops followed by a group ride (18+ only)
MAY 11 & MAY 17
6:30 PM

WHAT ABOUT SWEAT?
ROAD SAFETY
COMMUTING HACKS
ESSENTIAL GEAR

more info & RSVP: 214.670.1468
MARK.DRAZ@dallascityhall.com

dallaspubliclibrary

J. Erik Jonsson Central Library
1515 Young St.
Dallas, Texas 75201 | 214-670-1400
<http://www.dallaslibrary.org>

Make eye contact w/ drivers before taking a step to ensure a safe crossing.
<http://www.LookOutTexans.org> #LookOutTexans – NCTCOG Transportation Department (@NCTCOGtrans)

SAFETY TIP #6
MAKE EYE CONTACT WITH DRIVERS BEFORE CROSSING STREETS

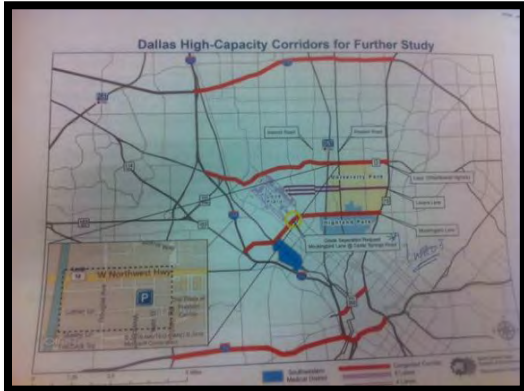
#LookOutTexans

LOOKOUT TEXANS
BIKE WALK DRIVE SAFELY

@NCTCOGtrans #lowvision #blind listen 4 traffic often when crossing vehicles come up fast & try 2 zip around us makes crossing dangerous – Liz Kiefer (@rptora)

Check out the latest NCTCOG Newsletter! @NCTCOG911 @NCTCOGEP @NCTCOGtrans @txcomptroller @TCEQNews @TexasHHSC @TxDOT
<http://www.nctcog.org/pa/YourRegion/YourRegion.pdf> – TARC (@txregionalism)

Finally! Now I can say I've been to a meeting where @NCTCOGtrans' Michael Morris talked about tunneling east-west. – Robert Wilonsky (@RobertWilonsky)



@RobertWilonsky @NCTCOGtrans like a tunnel. In this soil? #BigDigDallas – Jon Daniel (@bigjondaniel)

@RobertWilonsky @NCTCOGtrans Stupid idea. – Trey Darby (@WHD333)

@RobertWilonsky @NCTCOGtrans wow – Jeanne Patterson (@jeannekyer)

@WHD333 @RobertWilonsky @NCTCOGtrans @WalkableDFW Tunnel for a train, not a highway. ERRR, another Toll Way – Adocamentum (@advocamentum)

@RobertWilonsky @NCTCOGtrans 635 was recently re-done. when does highway expansion/tunneling for cars have an end game? You'll never win – Itz Ya Boy (@Tivo_Kenevil)

@RobertWilonsky also @NCTCOGtrans is probably the worst Regional Agency i've ever seen. The only thing you ever propose is highway expansion – Itz Ya Boy (@Tivo_Kenevil)

Interested in a Tesla Model 3? Fans of the brand will be able to make a \$1,000 refundable deposit on the electric vehicle in stores on March 31: <http://onforb.es/1QP5CUs>. – NCTCOG Transportation Department



Come stand on line with us! <http://ntxteslaowners.com/.../lets-stand-on-line-to-reser/> – Tesla Owners Club of North Texas

This afternoon, the Regional Transportation Council approved Mobility 2040, the region's new long-range transportation plan. Learn more about Mobility 2040: <http://bit.ly/1TTxIKx>. – NCTCOG Transportation Department



Woo hoo more toll lanes! That's what the people want. – Philip Goss

Denton County Transportation Authority is providing additional transit options for those living in Highland Village. Times, fares, and days of operation can be found here, <http://bit.ly/1q2hOfi> – NCTCOG Transportation Department



Maybe one day, they'll even cover the rest of Denton... – Thomas A. Earthman

Dallas North Tollway expansion is prepping for an estimated 3,000 additional drivers traveling through Plano each day compared to 2015. Details: <http://bit.ly/1WLzRRt> – NCTCOG Transportation Department



What happens when you can't expand the tollway anymore? – Phillip Goss

The northbound lanes of IH 35E in Carrollton have shifted, and the Belt Line exit is closed for the next nine months as part of \$1.4 billion in highway improvements from Dallas to Denton. Details: <http://bit.ly/1PHSyzJ> – NCTCOG Transportation Department



The triple over pass towering over the historic down town buildings looks so classy. You guys should be so proud. – Dallas May

Destroying a once wonderful family friendly neighborhood with a horrendous towering monument glorifying the concrete industry. If you're going for the Appalling look, you nailed it. Meanwhile, the rest of the country is focusing on tearing down such mistakes as this. – Robert Horton

Self-driving cars are having trouble driving on roads in poor condition, often confused by faded lane markers and inconsistent traffic light directions. More: <http://reut.rs/22V6fbr>



So we should build more roads to increase the deficit. – Andrew Howard

Going to #GlobeLifePark for #OpeningDay? The TEXpress Lanes on Interstate Highway 30 will be open to help you get to and from the ballpark. Go Rangers! <http://bit.ly/1S3dG51> – NCTCOG Transportation Department



Is there any information available about actual "real world" use of existing toll lanes, like 635 or 820? How many vehicles per day? – Dallas May

What about if I don't own a car... how do I get there? – Wylie H Dallas

You have to own a car, Wylie H Dallas. That is a minimum requirement that NCTCOG has set to participate in our regional economy. No car, no humanity. – Dallas May

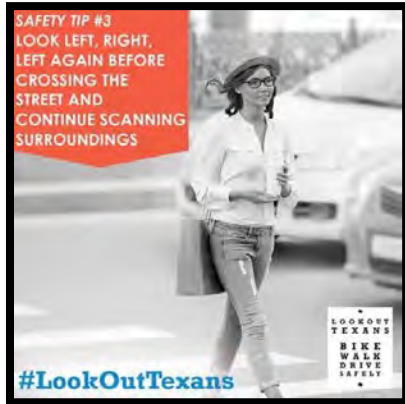
But, because today is your lucky day, for only \$52 each way you can take a yellow cab from downtown Dallas to the stadium and reclaim your right as an American to participate in the economy. – Dallas May

We had a great time at Fort Worth Earth Party yesterday. If you missed us, you'll have more chances this month to get your transportation and air quality questions answered while enjoying the beautiful weather. Here's where: <http://www.airnorthtexas.org/events.asp> – NCTCOG Transportation Department



Hi Rachel! Nice Tesla in the background. – Rick Bollar

Tips for Texans: Look left, right, and left again before crossing the streets. Continue scanning surroundings as you cross. Visit LookOutTexans.org for more safety tips to bicycle, walk and drive safely. #LookOutTexans – NCTCOG Transportation Department



This assume that there is a striped crosswalk and that the beg buttons are operational. If not - pray that the drivers see you. Try to make eye contact with them so they don't instantly mow you down. Oh and if you do get hit by a car, it will be labeled as your fault because you were in the street in the first place. – Phillip Goss

Toyota has announced a \$1 million grant to Dallas Area Rapid Transit that will help those who need public transportation most in Collin County. <http://bit.ly/1UZNijo> – NCTCOG Transportation Department



Though.....it doesn't seem like it's going to do anything to improve the near total absence of DART accessibility in the general area where Toyota will be. Hopefully that does improve. Greatly. – Ron Kerns

Carlos is an IT guy who enjoys his bicycle commute to work. When bicycling at dawn and dusk Carlos wears reflective gear and clothing to ensure that drivers see him. Carlos is doing his part for road safety, are you? Look out for Carlos in downtown Dallas! Visit LookOutTexans.org for

more safety tips to bicycle, walk and drive safely. #LookOutTexans – NCTCOG Transportation Department



He commutes with a racing road bike? – Andrew Howard

Happy 3rd Birthday, Fort Worth Bike Sharing! Help them celebrate by attending the organization's first-ever Lip Sync Battle on Thursday, April 21 at Brik Venue! Proceeds will benefit the "First Mile" Program, which provides training and memberships for low-income and transit-dependent community members. Purchase tickets here: <http://bit.ly/1U2mYnu>. – NCTCOG Transportation Department



Fort Worth Bike Sharing – Thanks for the share!

North Texas's first Tesla Supercharger Station opened in Denton this weekend. How do more charging stations for EVs affect your choice of vehicle? <http://bit.ly/1nJfbhr> – NCTCOG Transportation Department



I stopped here last weekend. Good location, lots of food choices. I wish more chargers had this diversity of stores around them. – Greg Potter

I would like to see more aggressive planning and commitment, both in the short term and over the long term, for rail based transit solutions in the North Texas region. Here is a sample of what I see as pressing transit needs for our region: Fort Worth: needs some kind of streetcar or light rail system incorporated into its future transit plans (connecting TCU, 7th St Cultural District, and Carswell Naval/Air Station to downtown for starters), with commuter rail links to Burleson and Cleburne to the south, and Saginaw/Keller area, Alliance Airport, TX Motor Speedway, and Denton to the north. Arlington: needs a commuter rail link connecting downtown/UTA and the entertainment district with Dallas and Fort Worth. The new TEX Rail project underway to connect Fort Worth to DFW (years overdue) is a good step in the right direction for incorporating more rail based transit in the region's long term transportation goals, but it's only a start and there's much more work to be done. There is more I could say here but the needs I've identified above are just to get the ball rolling. With DFW now one of the fastest growing population centers in the nation, simply widening roads and adding more toll lanes isn't enough to adequately address the long term transportation needs of our region. I hope NCTCOG will work seriously with the local municipalities and railroad agencies in our region to place rail based transit solutions at the forefront of our region's long term transportation planning strategies. – Bryan Trachier

We're at Grapevine Epic Earth Day with our friends at NCTCOG Transportation Department and North Texas Electric Auto Association! Come see us! #texasEV #EPICEarthDay2016 – Tesla Owners Club of North Texas

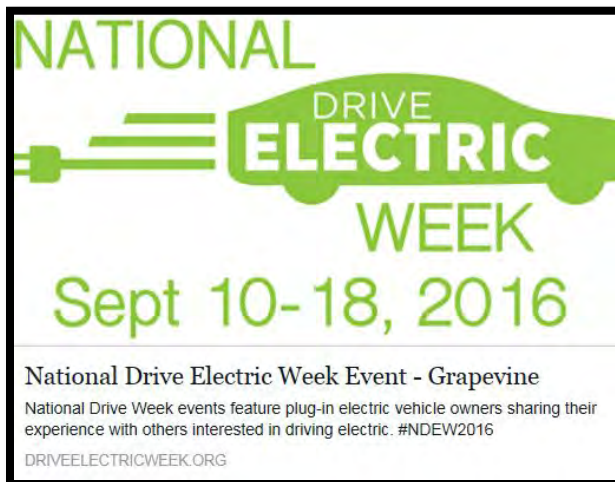


We had a great time with our friends at Grapevine Epic Earth Day, North Texas Electric Auto Association and NCTCOG Transportation Department. We met lots of new Tesla owners and got to introduce many people to the fun of owning an EV We look forward to coming back next year! #texasEV – Tesla Owners Club of North Texas

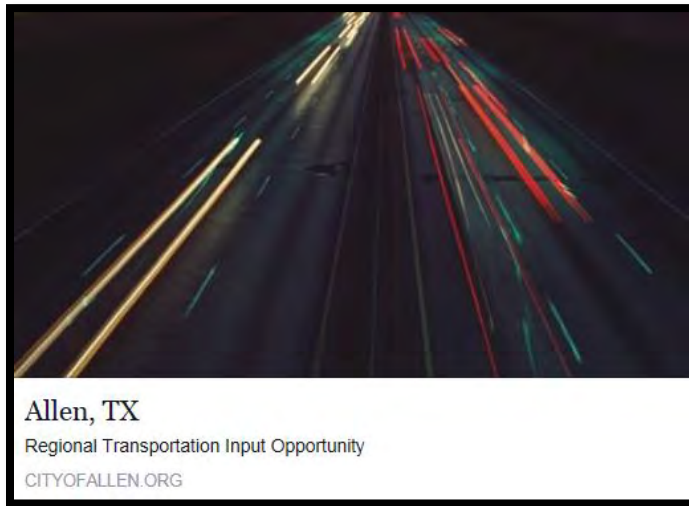
It is not too early to register for National Drive Electric Week 2016 at Grapevine Mills, Saturday, September 17, 2016.

Our friends at NCTCOG Transportation Department are hosting the largest electric vehicle event in Texas! We want to fill Grapevine Mills with more than 200 battery electric vehicles and it would be awesome for more than half to be Teslas! #texasEV #NDEW2016

<https://driveelectricweek.org/event.php?eventid=611> – Tesla Owners Club of North Texas



NCTCOG Transportation Department is hosting a meeting to gather input. See story with link for more information. – City of Allen City Hall



DART is hosting a Bike to Work Challenge to help encourage riders to use bicycles as an alternative to driving during the month of May.

Cyclists can help the environment, improve their health and earn bragging rights by riding as much as possible to win gift cards from Richardson Bike Mart worth up to \$100.

Eligible participants must be residents of DART cities; Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Richardson, Rowlett, Plano and University Park or have a work destination that begins with the "75" zip code.

DART and the North Central Texas Council of Governments (NCTCOG Transportation Department) have partnered on this first ever Bike to Work Challenge where participants must log their daily commute activities at www.tryparkingit.com. The website is free and was developed to record the miles ridden and to assist commuters in finding and utilizing alternatives to driving alone.

Biking to work makes more sense than ever considering all of DART's bus and rail connections. Customers can ride their bikes to any station and use one of more than 140 bike lids to store their bicycle. They can also take advantage of bike racks on every bus and train to combine bicycles and transit. Bicycles are permitted on any DART vehicle, all Trinity Railway Express trains and the Dallas Streetcar. Learn more by visiting www.DART.org/bikes.

<http://www.dart.org/news/news.asp?ID=1239> – Dallas Area Rapid Transit (Official DART page)



What a great day to be at Earth Day Texas with our Teslas! Great to talk about battery electric vehicles with our friends from North Texas Electric Auto Association, North Texas Renewable Energy Group and NCTCOG Transportation Department. Seems appropriate given this is the first Ozone Action Day of the year. – Tesla Owners Club of North Texas



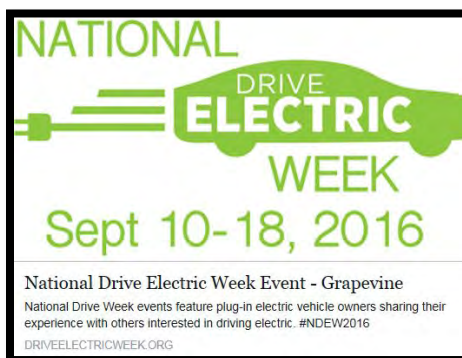
Registrations are picking for National Drive Electric Week, hosted by our friends at NCTCOG Transportation Department on Saturday, September 17, 2016.

Expected Plug-In Vehicles:

Vehicle Registered
Tesla Model S 8
Chevrolet Volt 1
Tesla Model X 1
Tesla Roadster 1
4 Models 11

Registered attendees report 176,600 electric miles driven. Make sure to register and bring your EV!

<https://driveelectricweek.org/event.php?eventid=611> #texasEV #NDEW2016 – Tesla Owners Club of North Texas



Dallas County and NCTCOG Transportation Department figure out creative way to squander scarce pedestrian infrastructure dollars on a project that manages to be at once both: 1) almost totally useless; and 2) manages to have a negative impact on surrounding property values. – Wylie H Dallas



Why spend scarce taxpayer funds allocated towards pedestrian infrastructure on things like crosswalk striping, sidewalks, crossing lights, ramps, etc., when you can instead blow a huge amount of money on something cool like this? I have a sneaking suspicion that Michael Morris, head of the NCTCOG Transportation Department did this as his way of giving the middle finger to the residents of Dallas. – Wylie H Dallas



Nice to hear that NCTCOG Transportation Department is starting to look at this stuff. – Wylie H Dallas

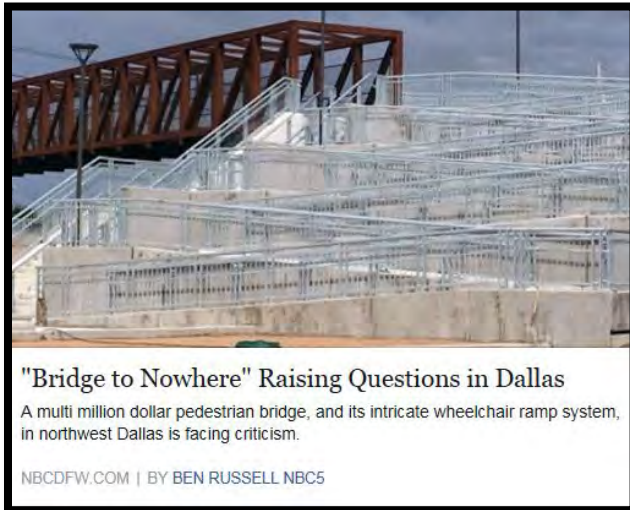


"You say you want pedestrian infrastructure, Dallas? I got your pedestrian infrastructure right here, you losers!" said Michael Morris of the NCTCOG Transportation Department, as he laid a giant concrete turd right in the middle of our Asian Trade District, cackled, and ambled back over to Arlington to busy himself with continuing to plot the trashing of the Trinity. – Wylie H Dallas



This was a Dallas County/NCTCOG Transportation Department project – Wylie H Dallas

Have you all lost your friggin' minds? No, really? – Wylie H Dallas



[Goods Movement Home](#)[General Freight Planning](#)[Railroad Crossing Banking Program](#)[Rail Planning](#)[Railroad Crossing Reliability Partnership Program](#)[Regional Freight Advisory Committee \(R-FAC\)](#)[Freight North Texas](#)[Truck Lane Demo Project](#)[Truck Planning](#)[Transportation Home](#)

Freight Program Area

Regional Freight Advisory Committee

The Regional Freight Advisory Committee (RFAC) serves to maximize the Dallas-Fort Worth region's freight capabilities through information, knowledge, and technology sharing between public and private freight interests; promoting the region's intermodal capabilities and capacity; and supporting and improving the regional freight system.

[Mission and Purpose Statements](#)[RFAC - Regional Freight Perspective](#)[Previous Meetings](#)

April Presentations

- FAST LANE Project Update
- TTI Freight Projects Update
- Integrating Underground Freight Transportation
- Truck Parking Study Update

Next Meeting: June 14, 2016 - 1:30 pm
**Location: [NCTCOG Offices](#)
 Transportation Council Room**

 Select Language ? ?

Freight Related Publications

- Freight Congestion and Delay Study **NEW!**
- High Speed Rail Fact Sheet
- Freight North Texas Executive Summary
- Regional Freight System Inventory Report
- Air Cargo Facts

Freight Related Resources and Links

Staff

- Jeff Hathcock, Principal Transportation Planner
- Michael Johnson, Transportation Planner
- Lisa Key, Sr. Administrative Assistant
- Dan Lamers, Sr. Program Manager

[Freight Links](#) [Contacts by Topic](#) [Click Here to Stay Informed](#)

5/4/2016 05/14/2009 lk



PO Box 307 • 121 W. Broadway • Prosper, Texas 75078 • 972.346.2640 • Fax: 972.346.9335

April 25, 2016

Regional Transportation Council
Attn: Michael Morris, P.E.
P.O. Box 5888
Arlington, TX 76005-5888

Re: Advancing Freeway/Highway Projects in Collin County

Dear Mr. Morris:

In response to your letter dated March 25, 2016, the Town of Prosper has identified the following three candidate highway/freeway projects contained in the Mobility 2040 Plan as projects that should be advanced through the environmental process:

- Dallas North Tollway Main Lanes (US 380 north to Collin County line)
- Outer Loop in Collin County
- US HWY 75 between SRT and I-635

Other regionally significant road projects that the Town of Prosper requests consideration for future evaluation as conceptually illustrated on page 20 of the Mobility 2040 maps presentation are:

- FM 2478 (Custer Road) – US 380 north to FM 1461: With the completion of six lanes of FM 2478 from SH 121 to US 380, compounded with the continued growth north and regional truck traffic utilizing the existing 2 asphalt lanes of FM 2478 from US 380 to FM 1461, this corridor is experiencing significant usage. FM 2478 is serving and will continue to serve as a major north-south roadway between SH 289 (Preston Road) and US 75.
- FM 1461 (Frontier Parkway) – SH 289 to Lake Forest: With the upcoming expansion of Frontier Parkway between the Dallas North Tollway and SH 289 utilizing regional revenues, and the planned construction of FM 1461 west from US 75 to Lake Forest by the City of McKinney, this section of FM 1461 will become significantly constrained. The existing two asphalt lanes are currently being used for regional truck traffic bypassing the intersection of SH 289 and US 380 and with increasing demands placed in US 380, FM 1461 will serve as a regionally significant east-west arterial until such time as the Outer Loop is constructed.

Mr. Michael Morris

April 25, 2016

Page 2

If I may be of further assistance, please feel free to contact myself or Hulon Webb, Executive Director of Development and Community Services at 972.569.1065.

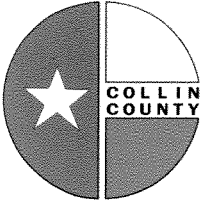
Sincerely,

A handwritten signature in black ink, appearing to read "Harlan Jefferson", written over a light blue horizontal line.

Harlan Jefferson
Town Manager

c: Hulon T. Webb, Jr., P.E., Executive Director of Development and Community Services

RECEIVED
MAY 02 2016
TRANSPORTATION



COLLIN COUNTY

Office of the County Judge
Jack Hatchell Admin Building
2300 Bloomdale Rd., Suite 4192
McKinney, Texas 75071
Office 972-548-4631
Fax 972-548-4699
www.collincountytx.gov

April 19, 2016

Michael Morris, P.E.
Director of Transportation
NCTCOG
616 Six Flags Dr, Suite 200
Arlington, TX 76005-5888

Kelly Selman, P.E.
TxDOT District Engineer
4777 E Highway 80
Mesquite, Texas 75150-6643

Dear Mr. Morris and Mr. Selman:

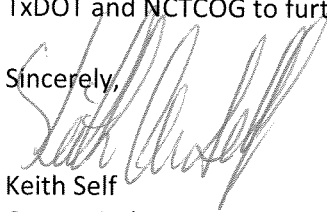
Thank you for your letter of March 25, 2016, requesting candidate major freeway/highway type projects to advance through the environmental process. The Commissioners Court has spent considerable effort to forecast the mobility needs of the County. The 2014 update of the Collin County Mobility Plan concluded that the current Mobility Plan will not be adequate for the growth that is projected for the County. We have initiated additional planning efforts to work with all of the cities in the County, TxDOT, NCTCOG, transit agencies and any other transportation agencies in Collin County with the goal of developing a "master plan" of transportation facilities that will support the future population and employment.

It has become apparent to the Commissioners Court that more limited access roadways will be required to provide adequate traffic flow in the future. On February 1, the Commissioners Court discussed this subject extensively and passed a Court Order identifying the Court's priorities. That Court Order and an illustrative map are attached. Our priorities, all limited access or controlled access roadways, are:

1. US 380 from Denton County to Hunt County
2. SH 78 from Dallas County to US 380 (actually the southern limits of this facility should be the President George Bush Turnpike [PGBT] in Dallas County)
3. A north-south roadway from north of McKinney to Dallas County (again, to PGBT) between US 75 and Lake Lavon
4. The Collin County Outer Loop from Denton County to US 75

We appreciate the opportunity to submit these projects and look forward to working with TxDOT and NCTCOG to further develop these proposed facilities.

Sincerely,


Keith Self
County Judge

RECEIVED

APR 27 2016

TRANSPORTATION

THE STATE OF TEXAS

COUNTY OF COLLIN

Subject: Limited Access Roadways (LARs) Priority List – Commissioner Precinct 4

On February 1, 2016, the Commissioners Court of Collin County, Texas, met in regular session with the following members present and participating, to wit:

Keith Self
Susan Fletcher
Cheryl Williams
Chris Hill
Duncan Webb

County Judge, Presiding
Commissioner, Precinct 1
Commissioner, Precinct 2
Commissioner, Precinct 3
Commissioner, Precinct 4

During such session the court considered a request for approval to recommend and support the Limited Access Roadways (LARs) priority list.

Thereupon, a motion was made, seconded and carried with a majority vote of the court for approval to recommend the following transportation corridors be prioritized, planned, supported and funded as Limited Access Roadways (LARs): 1.) Highway 380 2.) Highway 78 3.) North-South Corridor west of Lavon and 4.) Outerloop (from Denton County line east to US 75) and the Court requests the Regional Transportation Council and TxDOT work with Collin County in getting these priority projects planned, cleared and funded. Same is hereby approved in accordance with the attached documentation.

Keith Self, County Judge

Susan Fletcher, Commissioner, Pct. 1

Cheryl Williams, Commissioner, Pct. 2

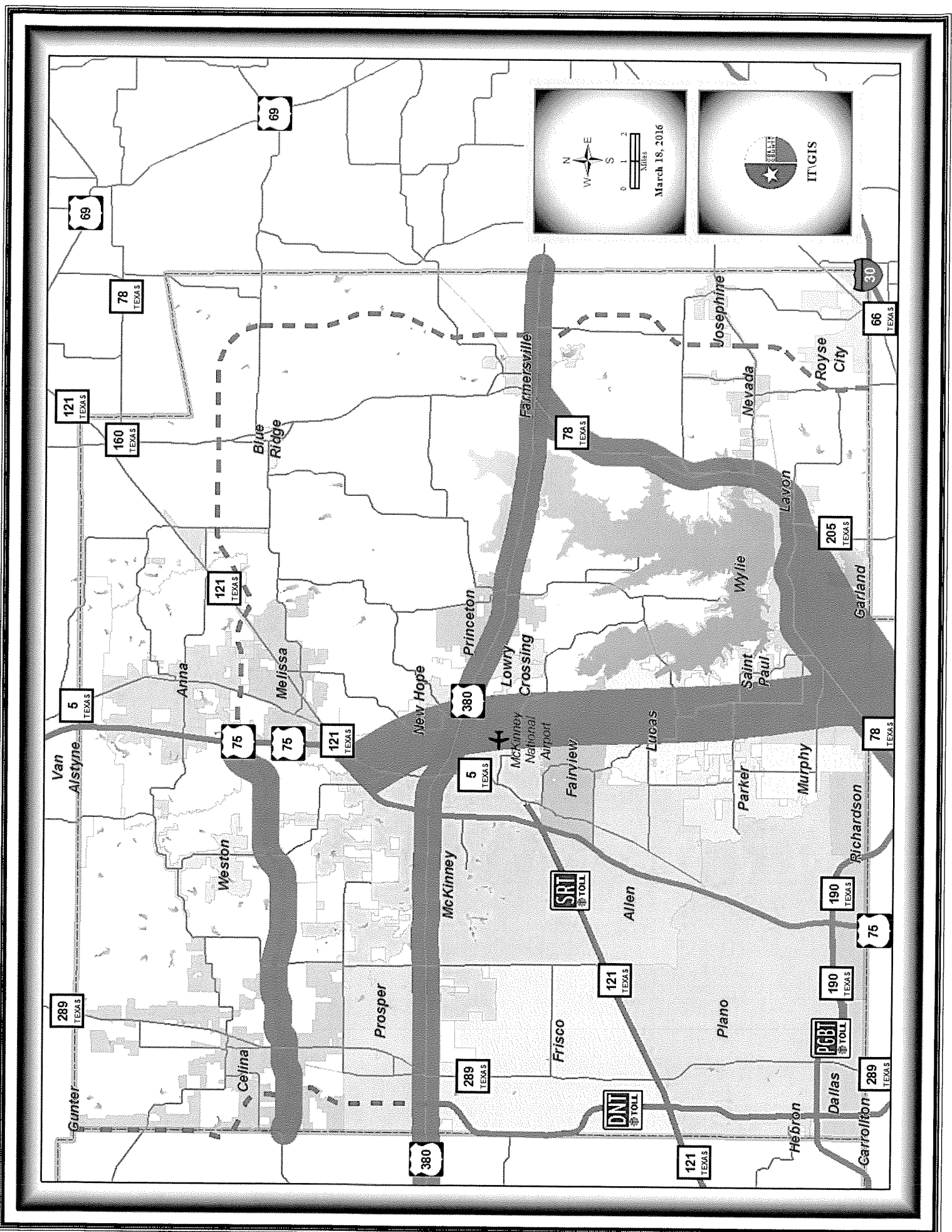
Chris Hill, Commissioner, Pct. 3

Duncan Webb, Commissioner, Pct. 4



ATTEST:

Stacey Kemp, Ex-Officio Clerk
Commissioners Court
Collin County, TEXAS





City of Plano
1520 K Avenue
Plano, TX 75074

P.O. Box 860358
Plano, TX 75086-0358
Tel: 972.941.7000
plano.gov

April 15, 2016

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005-5888

Kelly Selman, P.E.
Dallas District Engineer
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643

Dear Gentlemen:

In your letter dated March 25, 2016, you have asked each city in Collin County to identify three candidate major freeway/highway type projects that should advance through the environmental process.

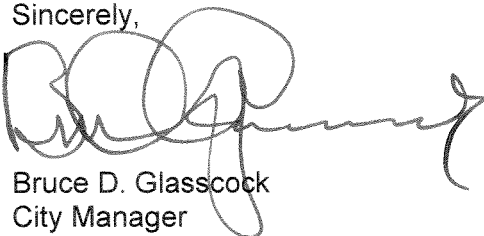
The expressway-class highways located in Plano include PGBT, DNT, SRT and US 75. NTTA is currently working to add fourth lanes to each of their highways. Along the section of US 75 crossing through Plano, TxDOT has recommended the conversion of the current HOV lane into a lane thereby providing a fifth lane during peak traffic periods.

These projects will provide relief for motorists travelling along our highways; however, we continue to be concerned about the amount of traffic that will be associated with the development of the central and northeastern portions of Collin County. We are concerned that, without a parallel route for motorists to follow in lieu of traveling on US 75, the congestion on US 75 will continue to increase and will be unbearable.

Therefore, the City of Plano hereby recommends roadways that meet this need be advanced through the environmental process. The north-south portion of the Outer Loop and SH 78 both provide alternate routes for north-south traffic and the expansion of US 380 will provide a route for traffic to reach the north-south routes.

Please feel free to contact me if you have any questions or need additional information related to these candidate projects.

Sincerely,



Bruce D. Glasscock
City Manager

RECEIVED

APR 18 2016

TRANSPORTATION



April 14, 2016

To: Michael Morris, P.E.
Kelly Selman, P.E.

Re: Advancing Freeway/Highway Projects in Collin County

The City of Princeton recognizes the need for transportation planning for the future growth in Collin County. The City of Princeton sits in a critical location for both future east/west travel and north/south travel. Princeton is located on the north side of Lake Lavon where discussions have begun regarding the need for a future highway running north and south through Princeton and continuing south through of the peninsula of Lake Lavon, and then across the lake into Wylie.

Princeton has two projects that are associated with planning for the future. The projects involve the alignment of two limited access highways. Highway 380 currently runs through the center of Princeton and is reaching very high congestion. The City would like to research another alignment for the highway, either just north or just south of the main town in order to preserve the businesses along the existing route. The original alignment could become the business route. Also the city would like to plan the north/south freeway that will divide the City, this alignment is also very crucial to the development of Princeton.

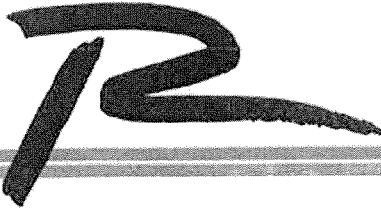
I would be happy to discuss this further in detail at your convenience in order for you to better understand the dynamics.

Thanks for the consideration; I can be reached at 214-842-3041

Derek Borg

A handwritten signature in cursive script that reads "Derek Borg".

City Manager



April 14, 2016

City Council
Paul Voelker
Mayor
Mark Solomon
Mayor Pro Tem
Bob Townsend
Scott Dunn
Mabel Simpson
Marta Gómez Frey
Steve Mitchell

TO: Michael Morris, P.E. James K. Selman, P.E.
Director of Transportation Dallas District Engineer
North Central Texas Council of Governments Texas Department of Transportation

FROM: Dan Johnson, Richardson City Manager

Dan Johnson
City Manager

SUBJECT: Advancing Freeway/Highway Projects in Collin County

In response to your March 25, 2016 memo concerning the advancement of projects in Collin County, we are submitting several projects that should be considered a high priority for mobility on US 75. The Mobility 2040 Plan specifically defined US 75 as a "Capacity/Maintenance" and "Future Evaluation" Corridor. While we continue to have great concern with any major widening or reconstruction of US 75 due to right-of-way impacts, devastating economic impact, lane balancing concerns and unclear funding sources, we agree that there are some worthwhile bottleneck and choke point improvements on US 75 that should be studied in Richardson.

The inability to safely and legally enter the HOV lanes on US 75 in Richardson has been a hazard over the past decade so we are glad that TxDOT and NCTCOG are working on converting them to peak period shoulder running travel lanes. We believe that with some enhanced technology they can also be used during off-peak non-recurring congestion events and incidents. Between LBJ and Spring Valley, these lanes should be open 24/7 for adequate access to the wishbone connector to the frontage roads and the LBJ Express Lanes.

Below are a few bottleneck improvements we suggest be studied. These are just the major ones. There is a longer list of frontage road intersection and turn-bay improvements that should also be considered. The first three improvements listed below are all in the area of US 75 at PGBT and could be combined into one project.

Northbound US 75 near PGBT

- The NB Plano Parkway exit also serves CityLine Drive and the PGBT Frontage Roads. With the planned TxDOT construction of US 75/PGBT ramps to the north in Plano, this ramp will also serve 15th Street traffic in the near future which is going to create a significant bottleneck just south of PGBT.
- This NB Plano Parkway exit needs to be evaluated to determine if it should be 2 lanes wide and braided with the previous NB on-ramp to alleviate the existing weave/merge issues as well as accommodate all the additional 15th Street traffic and preserve access from US 75 to CityLine Drive.

P.O. Box 830309
Richardson, TX
75083-0309
972-744-4100
Fax 972-744-5803
www.cor.net



Southbound US 75 near PGBT:

- The PGBT Ramp to Southbound US 75 needs to be widened to 2 full lanes southward all the way to the Galatyn Parkway/Campbell Road exit.
- The SB Galatyn/Campbell exit needs to be 2 lanes, one of which could be a drop lane from the PGBT SB ramps. The second lane would be an optional exit lane that gets dropped further south of the exit but north of Galatyn as it does today.
- The southbound entrance ramp north of Renner needs to be either eliminated or modified so that it becomes a collector-distributor road that bypasses the traffic signal at Renner and connects back to the southbound frontage road. This will reduce the weave/merge issues between that ramp, the PGBT Southbound entrance ramp traffic, and the Galatyn exit ramp traffic.

US 75 Frontage Road Bridges between Renner and PGBT

The existing northbound as well as southbound US 75 frontage road bridges over Spring Creek located north of Renner Road do not accommodate pedestrians with a sidewalk. This is a significant safety issue as pedestrians are often seen walking along the frontage road within the outside travel lane to cross over the creek. With the significant growth of high density Transit Oriented Development around the CityLine/Bush DART Light Rail Station, these bridges need to be widened for the safety of pedestrians walking along the frontage road.

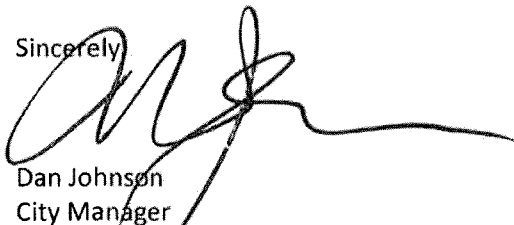
US 75 AT LBJ (High 5 Interchange)

Though this is technically in Dallas County, the LBJ interchange is a major bottleneck on US 75 that impacts all motorists in Richardson. The interchange is well over capacity during a large portion of the day. More traffic cannot get through the interchange because US 75 can't be widened south of LBJ in Dallas and the direct connector ramps to LBJ are already over capacity. There is however a potential bottleneck improvement that could assist with the ramping to and from the LBJ Express lanes.

- The reversible ramp between US 75 and LBJ needs to be widened, replaced, or an additional ramp added to accommodate 2-way traffic between the LBJ Express and the US 75 HOV Lanes (future shoulder running lanes). This 2-way ramp system should be open 24/7 and not limited to the peak periods of the future shoulder running lanes.

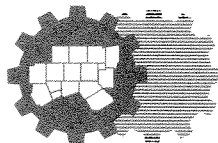
Thank you for your consideration of these US 75 improvements. Please let us know if you have any questions concerning these requests.

Sincerely,



Dan Johnson
City Manager

cc: Paul Voelker, Mayor
City of Richardson Council Members
Don Magner, First Assistant City Manager
Cliff Miller, Assistant City Manager
Dave Carter, Transportation Director



North Central Texas Council Of Governments

April 15, 2016

Mr. Derek Baxter
Office of Legal Services
Texas Commission on Environmental Quality
PO Box 13087-- MC 205
Austin, Texas 78711-3087

Subject: Public Comment on Proposed Rulemaking Chapter 114, Control of Air Pollution from Motor Vehicles, Rule Project Number 2016-004-114-AI, and on Proposed Revisions to the Guidelines for the Drayage Truck Incentive Program and the Texas Emissions Reduction Plan Diesel Emissions Reduction Incentive Program.

Dear Mr. Baxter:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to provide comments on the Texas Commission on Environmental Quality's (TCEQ) proposed revisions to Texas Administrative Code (TAC) Chapter 114, Control of Air Pollution from Motor Vehicles, §114.680 – 114.682, and on proposed revisions to the guidelines for the Drayage Truck Incentive Program (DTIP) and the Texas Emissions Reduction Plan (TERP) Diesel Emissions Reduction Incentive (DERI) Program. These comments are proposed to help increase clarity and maximize emissions reductions, the original purpose of TERP.

Drayage Truck Incentive Program, Proposed Rulemaking

NCTCOG staff supports the proposed rule changes to expand the definition of eligible vehicle models in §114.682 beyond on-road heavy duty vehicles and non-road yard trucks, and to expand the definition of a seaport in §114.680(b). Specifically, staff agrees that these revisions are key to reducing emissions from all vehicles employed in drayage activities and best accomplishing the goals of the program.

NCTCOG recommends several additional revisions to §114.680 and §114.682 to provide additional opportunity for emissions reduction, improve clarity and consistency with DTIP guidelines, and reduce redundancy, as follows:

Remove §114.680(4), which defines a non-road yard truck, and integrating non-road yard trucks specifically into the new definition of cargo handling equipment in §114.680(1), so that all non-road equipment is defined together and can be more simply referenced.

Expand the definition of §114.680(6), or add another definition, to accommodate eligibility of inland ports and airports to ensure that all major freight

hubs would be eligible for funding. The drayage trucks and cargo handling equipment targeted by DTIP are critical to operations at all these types of facilities, and ensuring eligibility for all locations will best ensure that funded projects address emissions from the highest-polluting, highest-activity vehicles and equipment, regardless of whether they operate at facilities specifically accessible by air, rail, or ocean. Suggested language to accommodate all appropriate facilities is as follows:

“Logistic Center/ Intermodal Facility – Any publically or privately owned property associated with the primary movement of cargo or materials to or from a multi-modal facility, including structures and property devoted to receiving, handling, holding, consolidating, and loading or delivery through the use of drayage truck operations.”

Streamline §114.682 by striking subsection (c) in favor of adding the requirement for replacement vehicles to have model year 2010 or later engines to §114.682(a)(1), and the requirement for replaced vehicles to have model year 2006 or earlier engines into §114.682(b)(1). Additionally, §114.682(a)(2) and (3) could be combined because non-road yard trucks are a type of cargo handling equipment and therefore do not need to be listed as a distinct vehicle type.

For consistency of requirements between on-road vehicles and non-road equipment, add emissions tier certification requirements to §114.682(a)(2). This would create consistency with page 13 of the DTIP Guidelines, which specifies that eligible non-road cargo handling equipment *“must be certified under an EPA certificate of conformity to meet the final Tier 4 non-road engine emission standards for both NOx and PM”*.

Further, NCTCOG recommends that eligible technologies for new drayage trucks or cargo handling equipment should include, but not be limited to, alternative fuel vehicles, battery-electric trucks, fuel-cell trucks, and battery-electric trucks utilizing fuel cells or internal combustion engines acting as range extenders.

Finally, NCTCOG recommends the TCEQ consider a revision that would give preference to projects involving use of zero or near-zero emission vehicles. The US Environmental Protection Agency (EPA) has recently initiated such preferential consideration in the Clean Diesel Funding Assistance Program Announcement¹, in which the cleanest technologies qualify for slightly higher funding levels. Such a change would support commercialization of near-zero emission technologies, encourage program applicants to consider the cleanest available technology options, and contribute to additional incremental emission reductions.

Drayage Truck Incentive Program, Proposed Guidelines

NCTCOG supports the proposed revisions to remove the requirement that a non-road yard truck must have an engine rated at greater than 125 horsepower, and remove the provision

¹ US Environmental Protection Agency Funding Opportunity Announcement (February 2016), Clean Diesel Funding Assistance Program FY 2016. https://www.epa.gov/sites/production/files/2016-02/documents/rfp-epa-oar-otaq-16-02_update.pdf.

that the executive director may allow a replaced engine to be sent to a remanufacturing facility instead of being destroyed.

Additionally, NCTCOG recommends expanding the definition of “activity” under Chapter 2 Glossary to encompass cargo handling equipment to ensure consistency between DTIP Guidelines and Texas Administrative Code regulations in light of proposed changes to the rulemaking. To the same point, the second bullet on page 12 of Chapter 4, in the section titled “Drayage Trucks Eligible for Replacement”, should be revised to strike the words “of the truck” to be inclusive of all eligible vehicles and equipment.

On page 13 and 14 of the guidelines, under the section titled “Drayage Trucks Eligible for Purchase”, NCTCOG also recommends expansion of the situations of when a drayage truck can replace a different type of drayage truck to include a fourth bullet for “replacement of an on-road or non-road drayage truck with a new drayage truck, regardless of horsepower or size, that can fulfill the same function”. This addition would accommodate instances in which technology advances and efficiency gains of new engines and vehicles, especially in the case of hybridization and electrification, allow for much smaller horsepower engines to accomplish the same work.

Finally, with regard to the “Application Review and Selection” process described on page 17, NCTCOG encourages the TCEQ to use a competitive selection process based on cost-effectiveness to maximize emissions reductions, rather than exercising the option to award grants based on the order of submission. Utilizing a competitive process based on cost-effectiveness will ensure that the greatest emissions reductions are achieved with the least amount of funds expended.

Emissions Reduction Incentives Grant, Proposed Guidelines

NCTCOG supports the proposed guidelines revision to remove the provision that the executive director may allow a replaced engine to be sent to a remanufacturing facility instead of being destroyed, and recommends three additional revisions, as follows:

Chapter 7: Consistent with the RTC Legislative Program for the 84th Texas Legislature, NCTCOG recommends that the TCEQ allow a small amount of funds awarded to a third-party grant be used to cover administrative expenses to administer the grant, and that the section titled “Awarding of Grants and Contracting” should be amended to reflect this change by striking the sentence “Administrative costs of the third-party grant recipient will not be eligible for funding under this program”.

Appendices 1, 2, 4, and 5: Currently, the guidelines describe repowers as “the replacement of an existing engine...with a new, rebuilt, or remanufactured engine”. As electrification options have become more prevalent, and electric vehicles and equipment are powered by motors rather than engines, use of the words “new, rebuilt, or remanufactured engine” could be interpreted to prohibit replacing an existing engine with an electric motor. Thus, NCTCOG recommends electric motors

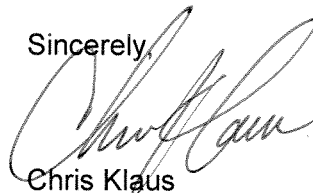
April 15, 2016

be specifically included as eligible repower options to ensure technology neutrality while maximizing emission reductions and cost effectiveness. Accordingly, electric motors should be added to the "Repower" sections on pages 40, 58, 90, and 104 of these Appendices.

Appendices 7 and 8: NCTCOG recommends removing language that limits eligibility of idle reduction activities within areas that have adopted idling restrictions. As the state idling rule currently includes 13 exemptions, enforcement personnel of municipalities with idling restrictions have indicated that the vast majority of vehicles idling for more than five minutes can qualify for one of the exemptions. Most notably, much on-road truck idling occurs during the government-mandated rest period, which is allowed under the state rule. Thus, many hours of allowable idling still occur within areas that have adopted idling restrictions. Therefore, these regulations should not preclude grant eligibility for idle reduction technologies that would lead to additional emissions reductions by reducing allowable idling. To this end, NCTCOG recommends striking the 5th paragraph of page 124 and the 3rd paragraph of page 134. At a minimum, an applicant should be allowed to claim the replacement of idling hours equal to the government-mandated rest period.

Thank you for this opportunity to comment. NCTCOG and RTC stands in support of TERP and encourages its full funding through the appropriation of all revenue collected under the program. Therefore, NCTCOG and RTC encourages the TCEQ to request full funding of the program as budgets are prepared for the next biennium. We look forward to a continued partnership with the TCEQ as we work together towards the common goal of cleaner air. If you have any questions, please feel free to contact me at (817) 695-9286 or cklaus@nctcog.org.

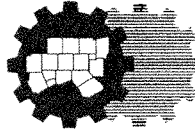
Sincerely,



Chris Klaus
Senior Program Manager

KR:mg

cc: Richard A. Hyde, Executive Director, TCEQ
David Brymer, Air Quality Division Director, TCEQ
Joe Walton, TERP Section Manager, TCEQ
Steve Dayton, TERP Technical Assistant, TCEQ
Michael Morris, P. E., Director of Transportation, NCTCOG



North Central Texas Council Of Governments

April 6, 2016

The Honorable Brian Loughmiller
Mayor
City of McKinney
222 N Tennessee
McKinney, Texas 75069

Dear Mayor Loughmiller:

For the last several years, the City of McKinney, the North Central Texas Council of Governments (NCTCOG) and various public transit providers have been working cooperatively to address the transportation needs of citizens in McKinney. The Federal Transit Administration (FTA) provides funding to support public transportation services in the McKinney Urbanized Area (UZA) as long as the proper administrative structure is in place. The Governor of Texas must receive and apportion the funding as the Designated Recipient for all small urban parts of the State; he does this through the Texas Department of Transportation (TxDOT). Then, TxDOT delegates program administration to a Direct Recipient, who is responsible for deciding how transit services get provided, ensuring that service complies with State and federal rules, and drawing down available funding from FTA directly.

The current Direct Recipient for McKinney UZA funds is Texoma Area Paratransit System (TAPS), which stopped providing transit service in McKinney and Collin County in late 2015. In order to ensure funding generated by the residents of McKinney is available to them for transportation services, a new Direct Recipient should be named. The region may use a local decision-making process and send a regional recommendation for a new Direct Recipient for the McKinney UZA to TxDOT. This process must be completed before Fiscal Year (FY) 2016 transit funds can be awarded.

At its February 16, 2016 meeting, the McKinney City Council indicated it was not ready to serve as the Direct Recipient amid uncertainty about the city's longer-term direction related to public transportation service. To ensure 2016 funds could be accessed, and not redistributed across the State, the Regional Transportation Council (RTC) offered an interim solution. On March 10, the RTC, which includes representation from McKinney, approved NCTCOG to serve as the Direct Recipient of FTA funds for the McKinney UZA. Staff anticipates that the Texas Transportation Commission will apportion the approximately \$2.6M FY2016 funding for the McKinney UZA once a formal communication has been sent.

There is an opportunity to revisit and re-confirm a path forward before that letter is sent. NCTCOG staff understands that the City of McKinney may be considering its options in three areas as outlined below.

April 6, 2016

Item 1: **Direct Recipient Status**

McKinney may indicate its intention to serve as the Direct Recipient in order to access FY2016 funds. If McKinney does not want to serve as the Direct Recipient now, NCTCOG can serve in the interim and the city may revisit this item in the future.

Item 2: **Funding**

McKinney may consider whether to provide funding for public transportation and at what level. If McKinney wants to ensure some service while it considers longer-term funding levels, there is an opportunity for interim funding to offer transportation for customers most in need using \$100,000 dedicated for this purpose through RTC's action on December 10, 2015.

Item 3: **Public Transportation Service**

McKinney may take additional time to determine what service is appropriate for the city in both the short-term and long-term. If requested, NCTCOG staff is available to support McKinney as it considers what service should look like.

The most pressing issue is Item 1. Staff would like to communicate a regional recommendation for a Direct Recipient to TxDOT by June 1, 2016. Please let me know if I can provide any assistance as McKinney considers these items. I can be reached at (817) 695-9241 or mmorris@nctcog.org if you would like to discuss further. I look forward to speaking with you as our region continues to advance public transportation for our residents and businesses.

Sincerely,



Michael Morris, P.E.
Director of Transportation

SJC:tmb

cc: Eric Gleason, Texas Department of Transportation

Cost to remove tolls from Texas roads: \$40 billion, give or take



[Brandon Formby](#) Follow @brandonformby Email bformby@dallasnews.com

Published: March 30, 2016 12:21 pm

As Texas transportation planners built toll roads in recent decades to keep up with growth that outpaced what lawmakers spent on highways, they racked up about \$38 billion worth of debt.

Texas Department of Transportation executive director James Bass told state lawmakers this morning that's what a bevy of agencies are slated to pay to retire the debt on 51 toll roads with a collective principal of \$21 billion still unpaid.

So how much would it cost the state to retire that debt at once and remove tolls from almost all Texas highways?

"I'm guessing it's going to be somewhere around \$30 billion," Bass said.

A good chunk of that comes from North Texas. But the number shoots about \$10 billion higher if public-private partnerships, including new managed toll lane projects like LBJ Express, are added. Just don't expect to see an end to toll roads any time soon — especially in this region.

The Legislature last year directed TxDOT to prepare a [report](#) on what it would take to convert virtually all of the state's toll roads into tax-funded corridors. The Texas House transportation committee this morning heard an update on that ongoing report. But committee chairman Joe Pickett, D-El Paso, made it clear that the state doesn't expect to actually convert all roads.

Instead, he said, the report is meant to highlight for the public the cost and debt of a proliferation of toll roads throughout the state while identifying which state-operated or subsidized ones could make sense to convert. Much of the opposition to toll projects is that the roads continue generating revenue even after construction debts are paid off.

"Let's find a way we can start telling the public when we come up with support or different monies that we can do away with some of them," Pickett said.

That \$30 billion figure, which is expected to change as TxDOT continues working on its report, is far outside what the state can afford. But there are also political and legal barriers to converting toll roads.

Many of the state's tolling agencies, like the North Texas Tollway Authority, are independently run entities that would likely battle any attempts at a state takeover of their roads.

Then there's the financing side of things. In the case of many toll roads, TxDOT wouldn't be able to pick and choose which roads get paid off early. That's because many tolling entities, including NTTA, rely on toll revenue from all of its roads to finance what they see as a system of projects.

That means the agency doesn't silo construction debt for each project. Tolls remain on roads whose debt may have been paid off so the agency can pay for maintenance and future expansions.

TxDOT estimates that NTTA has about \$10.5 billion in debt that will cost \$19.5 billion to pay off over time.

Pickett, though, said this morning that drawing attention to such figures could prompt tolling entities to rethink how quickly they use revenue to expand existing roads or build new ones.

"If we get a bigger picture on that, someone might start slowing down," he said.

Rawlings calls Uber partnership targeting southern Dallas a ‘win-win on so many levels’

Published: March 30, 2016 5:00 am

By **BRANDON FORMBY** and **JULIETA CHIQUILLO**

Staff Writers

Dallas Mayor Mike Rawlings’ push to bring the kind of economic vitality and urban mobility to southern Dallas that its northern neighborhoods have enjoyed for decades has found a new partner in Uber.

City officials, the popular ride-hailing company and a handful of nonprofits announced a new initiative to sign up thousands of southern Dallas drivers on the smartphone app. They want to lure 2,500 drivers who live south of Interstate 30 to become Uber drivers within a year.

“It’s a win-win-win on so many levels,” Rawlings said after a news conference Wednesday morning announcing the initiative.

The collaboration, which backs the mayor’s GrowSouth initiative, has three chief goals. One is to spur job growth for a portion of the city experiencing high unemployment rates. Ken Smith, president of the Revitalize South Dallas Coalition, estimates that parts of southern Dallas, including Fair Park, have a 50 percent unemployment rate.

While controversial, Uber sells its business model as an opportunity for “driver-partners” to earn extra cash by driving customers in cars that the drivers already lease or own.

“The majority of drivers want to be their own boss,” said Dallas Black Chamber of Commerce president and chief operating officer Wilton Munnings at the press conference.

The second goal is to provide more reliable and affordable transportation options to the city’s southern half.

Smith said 59 percent of people in the South Dallas/Fair Park area don't have a car.

Dallas Area Rapid Transit is already a lifeline to many North Texans, especially in southern Dallas. But the agency is struggling to meet demands of a population boom outside its borders while trying to balance warring demands for frequent service and extensive coverage within its jurisdiction.

“With more drivers in Southern Dallas, the residents will also have more access to reliable transportation,” Uber’s Dallas general manager, Leandre Johns, said in a prepared statement.

The initiative will help bridge a technology gap in many parts of the city by teaching people to use apps for Uber and other companies to get transportation, Rawlings said.

The third goal of the Uber initiative dovetails into the mayor’s long-running aim to spur the kind of economic development that passed southern Dallas by as the city’s northern half and its suburbs thrived for decades.

A key to Uber’s success is its customers’ ability to trust that a driver will be nearby when they want to be picked up.

Supporters of the Uber initiative hope that having more drivers based in southern Dallas will give people from throughout the city the confidence that they can frequent companies and retail outlets in the area without worrying about how to get around afterwards.

The company’s interest in southern Dallas shows there are opportunities in those neighborhoods, said Rawlings, who met with the CEO of Uber when he visited Dallas two years ago.

“I kept talking about the importance of southern Dallas, that it was a big part of the economy that people don’t think about,” Rawlings said. “They think about downtown; they think about Uptown.”

Stanley Taylor, a 39-year-old who lives near the Dallas border with Duncanville, signed up as a part-time Uber driver at the Workforce Solutions Greater Dallas center on Westmoreland Road. He said it’s hard to find local jobs that pay what he can earn as a truck driver for a California company.

If things go well, Taylor said he might quit his trucking job.

“For sure,” he said. “My wife would love that, too. Would be home more.”

Naysayers are wrong: TEX Rail a boon for Tarrant

DART rail service has brought billions to Dallas economy

Spur development, get people to work and save precious time

TEX Rail will open in 2018 with more than 9,000 daily riders

By Kathy Ingle

and Jeff Davis

Special to the Star-Telegram

In a [Jan. 28 commentary](#) (“TEX Rail is moving full-speed ahead, but should it be stopped?”), state Sen. Konni Burton, R-Colleyville, criticized the [TEX Rail commuter rail project](#) scheduled to open in 2018 between downtown Fort Worth and DFW Airport.

Our Dallas neighbors opened its [DART](#) rail service to DFW last year, serving Dallas County residents and the 60,000 employees at DFW.

Since DART opened rail service in 1996, it has been an economic development tour de force in Dallas County.

DART’s capital spending since 2003 produced total regional economic activity approaching \$8.8 billion, boosting labor income by \$3.9 billion and supporting an average 4,250 jobs, according to a recent UNT Center for Economic Development and Research study.

In fact, the [Conservative Center for Public Transportation](#) says Texans should get on the trains, as they spur development, get people to work and save time.

The Fort Worth Transportation Authority recently unveiled its [Transit Master Plan](#) for future service in Fort Worth and Tarrant County.

The timing could not have been better. Investing in a quality rail system in Tarrant County is about investing in our future and insuring our place as a great city and county for all income groups.

Transportation infrastructure ranks second among the most important business location criteria, according to [Site Selection magazine’s](#) survey of corporate real estate executives.

The Dallas-Fort Worth area has reaped the benefits of transit in Dallas County, with Fortune 500 companies choosing to relocate there because of the proximity to rail, bringing thousands of jobs with them.

Companies such as State Farm, Liberty Mutual and Morgan Stanley have chosen to relocate along the DART lines because their employees demand transportation options.

Millennials now choose the cities where they want to live before they search for a job.

What better way is there to meet the needs of large companies and young riders than to provide expanded rail service?

Tarrant County residents will soon have the opportunity and the privilege of riding on a first-class commuter rail line from downtown Fort Worth to DFW Airport.

The TEX Rail line will carry over 9,000 daily riders for a 2018 opening day, and that number will grow exponentially as our traffic congestion worsens. This translates to 198,300 fewer vehicle miles traveled each day.

Tarrant County voters approved funds for TEX Rail in May 2006, and Grapevine, an integral partner in TEX Rail, passed a sales tax initiative for TEX Rail in November 2006.

The Fort Worth Transportation Authority held many public meetings, gave presentations at civic gatherings, produced newsletters and maintained a website to brief the public on the project and its costs.

Providing transportation options is not the same as “social re-engineering” the urban landscape, as Burton suggested.

It’s about getting people safely to work, school, doctors, parks, church and community events. And, it’s about choice.

We applaud the leadership of our communities who recognized the importance of this visionary project. Get on board.

Kathy Ingle is the chairman and Jeff Davis the vice chairman of the Transit Coalition of North Texas.

Read more here: <http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article70134722.html#storylink=cpy>

Motorists would pay heavier toll without tolls

A. Lee Graham lgraham@bizpress.net | 0 comments

Without toll roads, motorists would pay a deeper price, according to area transportation officials seeking public support for the controversial roadways.

“The one thing you need to fully understand is we will be judged by the diversity of our transportation investment,” said Michael Morris, transportation director of the North Central Texas Council of Governments.

Speaking April 6 at the Tarrant Regional Transportation Coalition’s monthly meeting in Fort Worth, Morris described toll roads as a vital component in managing growing numbers of motorists. By helping fund toll roads, Morris said motorists enjoy better roads and those able to accommodate more traffic, minimizing the time commuters spend on those roadways.

Morris also described the oft-criticized freeway alternative as helping fund transportation infrastructure improvements.

Since the Texas Legislature gave transportation officials the green light in considering toll roads as an option, the public sector has leveraged \$2.9 billion and benefited by more than \$22 billion committed by the private sector, Morris pointed out. That includes funding for initial construction costs, future improvements, maintenance costs, concession payments and revenue sharing, according to NCTCOG.

After the state’s Regional Toll Revenue funding initiative was approved in 2007, following the North Texas Tollway Authority agreeing to build and maintain State Highway 121, motorists have reaped the rewards.

Between 2009 and 2015, area roadways have received \$3 billion, or 83 percent, in funding from the regional funding initiative; with air quality receiving \$325 million, or 9 percent; passenger rail, \$278 million, or 7 percent; and maintenance, \$34 million, or 1 percent.

“We have 7 million [motorists] and we have a responsibility to look out for the 10.4 million that are within this time frame,” said Morris, referring to Mobility 2040, the long-range transportation plan outlining \$118.9 billion expected to be spent on transportation projects between now and 2040.

As the metropolitan planning agency for the Dallas-Fort Worth area, NCTCOG is required to maintain a long-term transportation plan. That vision must define a blueprint for the region’s multi-modal transportation system and guide expenditures of local, state and federal transportation funds.

As projects listed in the long-term plan move closer to implementation, they are added to the Transportation Improvement Program (TIP), a listing of funded transportation projects through 2018. Included in the listing are projects with confirmed local, state and federal funding.

Continuing to fund freeways, passenger rail lines, local bus service and other modes of transportation is vital, with toll roads – and managed lanes – among tools favored by those speaking at the meeting.

“I think what gets lost in this who discussion is the idea of managed lanes and what they can do to help us manage traffic,” said Brian Barth, Fort Worth district engineer for the Texas Department of Transportation.

Unlike toll roads, in which all lanes require a usage fee, managed lanes are tolled lanes on otherwise non-tolled freeways. Simply adding more non-tolled lanes to existing freeways is not a realistic way to accommodate growing freeway traffic, Barth said.

"There's no way we could go as wide as we need because you'd wipe out big commercial developments and big residential areas," Barth said.

Continuing to reap revenue from toll roads and managed lanes is vital since traditional funding sources remain flat. For instance, the state's gas tax of 20 cents per gallon is lower than the national average of \$0.304 per gallon. And state fuel taxes were last raised in 1991, with federal fuel taxes last increased in 1993.

Officials acknowledge the challenge of winning over a public wary of toll roads and managed lanes. Morris said it's up to he and other officials in pointing out the benefits of using public dollars in funding transportation improvement.

"Trucks can pay a little toll and are able to add another appointment," said Robert Hinkle, spokesman with NTE Mobility Partners LLC, pointing out that workers otherwise stuck in traffic can enjoy more time to earn money when free to add that time to their work day.

"Another thing is when discussing tolls, some people talk about costs, but why aren't you including benefits? Workers aren't losing jobs [while stuck in traffic], not missing flights. It's not a coincidence that these are built between here and DFW International Airport," Hinkle said.

Merely maintaining existing roads is expensive, said Barth, and funding has to come from somewhere.

"It's not an insignificant amount to keep these projects open and maintained," said Barth, referring to the DFW Connector and North Tarrant Express, among other projects.

A Fort Worth councilman agreed.

"There is a need for transportation," said District 6 Councilman Jungus Jordan. "Our future message is going to be if you allow us to continue using these effective tools in our toolbox, we can stretch the dollar of the taxpayer a lot further to improve our transportation."

In Colleyville, TEX Rail opposition gains steam during election season

Council candidates want resolution opposing commuter rail

City has already taken a stand against building a rail station

Plan calls for project to go from Fort Worth to DFW Airport

By Nicholas Sakelaris

Special to Star-Telegram

COLLEYVILLE

The TEX Rail commuter line has become a campaign issue in the upcoming City Council election, with critics calling it a bloated \$1 billion project that will do little to solve traffic problems while having a negative impact on the quality of life in their upscale suburb.

The [27-mile project](#) will cut through Northeast Tarrant County, including Colleyville, on its way from downtown Fort Worth to Dallas/Fort Worth Airport and has been planned for more than a decade by the Fort Worth Transportation Authority, or The T.

“It will fundamentally change the character of our town in only negative ways,” said Councilman Chris Putnam, who is not up for re-election. “Property values will get destroyed along the rail.”

Putnam and others want to pass a resolution in opposition of the project.

No city is in a position to stop Tex Rail.

Colleyville Mayor David Kelly

But Mayor David Kelly points out that the city has already said no to a rail station being built in Colleyville and that there’s little else that can be done.

“No city is in a position to stop Tex Rail,” Kelly said in an email to the *Star-Telegram*. “Those opposed to Tex Rail are free to fight it, but the city of Colleyville does not have the resources to wage what will ultimately be a

philosophical war against commuter rail. Instead, we have chosen to put every resource at our disposal into mitigating the impact of such a rail line, especially noise.”

Officials at The T have already ordered eight TEX Rail cars from a manufacturer in Switzerland and construction is expected to start this summer or early fall. Trains could be rolling by late 2018 with 8,000 passengers a day riding within the first year of service, said Laura Hanna, spokeswoman for The T.

Plans call for TEX Rail stations to be built in North Richland Hills and Grapevine. Colleyville officials have long stood strong in their opposition to a rail station being built at John McCain Road and Texas 26 and have taken steps to reduce the impact of the trains with quiet zones and other measures.

The T has already secured local funding for TEX Rail, which covers about half of the \$998 million cost for the train. The remainder will be coming from the federal government and other sources. In February, the T was notified that the TEX Rail project was allocated \$100 million in President Barack Obama’s fiscal 2016 budget.

‘Not supporting the train station’

Richard Newton, who is challenging Kelly for the mayor’s seat, said if elected he would push for a resolution opposing TEX Rail.

“I don’t see any benefit for Colleyville,” said Newton, who served several previous terms as mayor and councilman. “It can be a detractor. We should state that. Just doing that, passing the resolution, doesn’t mean it’s going to stop it, but that’s one step. Elected officials should represent the best interests of the citizens of the city.”

Early voting in the May 7 election begins April 25.

Bobby Lindamood, who is running for Place 2 against incumbent Chuck Mogged, said he would support such a resolution because it’s what the residents of Colleyville want.

“It’s a losing situation for the communities with a train running through the middle of it lowering property values. It’s the biggest waste of taxpayer money,” Lindamood said.

Mogged said he supports the ongoing moratorium on the construction of a station in Colleyville.

“I’m opposed to TEX Rail and expressed that to a lot of officials that are actually involved in funding it,” said Mogged, who has talked with representatives in Washington, D.C., and Austin.

Our residents, they like to drive.

Carol Wollin, incumbent Colleyville council candidate

While he opposes it as an individual, having the council pass a resolution opposing TEX Rail would be a “futile gesture at this point.”

“We are not supporting the train station. We are not supporting the train itself,” Mogged said. “At the end of the day we have to recognize that the train track has been there for over a century. If they are able to get funding, there’s nothing we do to stop them.”

‘Shoved down their throats’

Place 1 Councilwoman Carol Wollin said TEX Rail is a poor use of transportation funds that won’t benefit Colleyville residents.

“I wish they would put more of it toward the highways and roads,” she said. “Our residents, they like to drive.”

She would rather support expanded bus service to communities that need it. Not in Colleyville, though.

Tammy Nakamura, who is challenging Wollin for Place 1, said the majority of Colleyville residents she’s talked to in her campaign don’t support TEX Rail. She said it’s being “shoved down their throats.”

I’m going to voice my opposition to it every chance I get.

Tammy Nakamura, Colleyville council candidate

“This project is a huge detriment to Colleyville,” said Nakamura, who lives five houses down from the railroad tracks. “I’m going to voice my opposition to it every chance I get. For \$1 billion we get nothing out of it.”

She would also support a council resolution opposing TEX Rail.

“Everybody is saying it’s inevitable,” Nakamura said. “It’s inevitable if we don’t fight it. We have to at least try to fight to keep it out.”

‘They have the trump card’

Councilman Mike Taylor, who is not up for re-election, said he’s aware of the opposition to the commuter train in Colleyville, mostly from people who live near the tracks. But, he said there are plenty of people who support the train and plan to drive to nearby stations in North Richland Hills or Grapevine.

Taylor represents Colleyville and other cities in Northeast Tarrant County on the Regional Transportation Council and supports the project as a regional transportation solution.

“We simply have to live with the fact that they have right of way through our city,” said Taylor. “They have the trump card. If it’s in your back yard, you’ve got a different opinion.”

Kelly said it’s important to remember that TEX Rail is not a new issue.

“The city has known that some form of commuter rail through Colleyville was a possibility for more than a decade,” Kelly said. “We long ago investigated our options and having been told at every level that the city could not stop it, we chose to do everything we could to mitigate its impact.”

Four-quadrant gates, which are considered safer than two-quadrant gates, were installed at all three railroad crossings in Colleyville and quiet zones were established.

“Those went into effect last year and this means that trains will not blow their horns at any of the three rail crossings in Colleyville,” Kelly said.

The safety improvements were paid for using grants rather than taxpayer dollars.

Taylor said it would be presumptive of the council to lobby against the commuter rail when the whole city doesn’t oppose it. Just like the Glade Road initiative last year, if Colleyville residents want to oppose the rail, they should bring a petition forward and get it on the ballot, Taylor said.

“This is not something the council should decide,” he said. “If you’re going to speak for the city, you’ve got to have the will of the voters behind you.”

Important for the future

Texas Sen. Konni Burton, R-Colleyville, has also been a vocal opponent of TEX Rail, calling it an “unjustifiable taxpayer-funded albatross.”

The T’s own study shows the train will have “negligible effects on traffic patterns and volumes on parallel roadways,” Burton said.

It would decrease traffic volumes by 0.07 percent, according to The T.

\$100 million allocated by President Obama in the 2016 budget for the TEX Rail project.

Beyond the low ridership forecasts and the cost, Putnam said there are other reasons to oppose TEX Rail.

For one, he said the project will require double tracks so the trains can run in both directions. That could require additional right of way in some locations.

Hanna said double tracks will be required in some areas so trains can pass each other. The T has already started purchasing right of way where needed.

Hanna cited population growth and demand for mass transit from millennials as the driving force for increased TEX Rail.

Oscar Trevino, mayor of North Richland Hills, where there will be two TEX Rail stations, said it’s crucial to have alternative methods of transportation for the future.

Trevino said North Richland Hills has received a lot of interest from developers who want to build mixed-use projects near the two stations at Iron Horse Boulevard and Browning Drive and at Smithfield Road and Main Street.

Grapevine's station, approved by voters in 2006, will be built on Main Street in that city's historic downtown.

"From a North Richland Hills standpoint, we have to look 25, 30 years into the future," said Trevino, who is also a member of the Regional Transportation Council. "We are not going to be widening [Loop] 820 again. We're not going to be able to widen Davis Boulevard anymore. How do we address the future?"

THIS REPORT INCLUDES MATERIAL FROM THE STAR-TELEGRAM ARCHIVES.

Read more here: <http://www.star-telegram.com/news/local/community/northeast-tarrant/article71392757.html#storylink=cpy>

On-, off-ramps set for Debbie Lane, U.S. 287

Project set to start in November, be completed in about a year

By Nicholas Sakelaris

Special to the News-Mirror

Big changes are coming to U.S. 287 and Debbie Lane in Mansfield.

Construction will start later this year on new on- and off-ramps and a U-turn lane at that intersection. The \$4.1 million project will allow drivers to exit northbound U.S. 287 and loop around to the southbound U.S. frontage road without stopping at the traffic light at Debbie Lane. Drivers could then continue on the frontage road or take a new on-ramp to U.S. 287.

This project, which will be funded by the city of Mansfield, has been in the works for three years. It means drivers will no longer have to sit through multiple traffic lights on either side of the highway to reach Debbie Lane.

On Monday, the City Council voted unanimously to approve a funding agreement with the Texas Department of Transportation,

TxDOT, which will oversee the project, is scheduled to award the contract in September with construction starting in November. It will take about a year to complete.

Steve Freeman, Mansfield's director of public works, said the project will also move the exit for Walnut Creek Drive on southbound U.S. 287 so drivers will have more time to exit. The goal is to avoid all the confusion in front of the McDonald's.

An even bigger project could be on the horizon as council members asked what it would take to widen Debbie Lane under the highway.

Freeman explained that widening that stretch of road would likely require tearing down and rebuilding the highway bridge. It's a major undertaking that would require partnering with Tarrant County, the state and the North Central Texas Council of Governments.

“It’s very difficult to do,” Freeman said. “The highway would have to be shut down.”

The council will discuss that again in the future.

Incentives approved for restaurants near stadium

Slim Chickens, Jake’s Hamburgers, Schlotzsky’s and Denny’s are all confirmed for the new retail center under construction at the southeast corner of Texas 360 and East Broad Street.

The retail center is just north of Newsom Stadium. The first restaurants could open by the end of the year.

The Mansfield Economic Development Corp. received council authorization to issue \$215,000 in incentives toward the project, being developed by 360 Crossroads L.P.

Scott Welmaker, MEDC director, said the developer will be reimbursed as the restaurants and retail users begin to occupy the 35,000-square-foot complex.

The developer originally requested \$600,000, but the MEDC board reduced the request.

The money will pay for off-site electrical and other utility work.

Creek armor coming to Oliver Nature Park

The council also approved \$111,213 for new flexi-mat armoring in Walnut Creek under the pedestrian bridge at Oliver Nature Park. Heavy rains and flooding have caused the banks to erode under the bridge, prompting the city to take action to protect the bridge.

The project will be funded by the Mansfield Park Facilities Development Corp.’s half-cent sales tax.

Read more here: <http://www.star-telegram.com/news/local/community/mansfield-news-mirror/mnm-news/article71281322.html#storylink=cpy>

Smaller tollway, smaller benefit?

4/13/2016

By BRANDON FORMBY BFORMBY
DALLASNEWS.COM
TRANSPORTATION WRITER

Dallas City Council members probably won't know whether a smaller, slower-speed version of Trinity Parkway will relieve or create more downtown traffic when they vote on spending another \$2 million to \$3 million to continue developing the project.

Officials from multiple government agencies say such traffic impacts likely won't be necessary to obtain construction approval for the smaller toll road. They say that's because they plan to eventually replace it with a larger version that will slightly reduce congestion on Interstates 30 and 35E.

"The ultimate project is still on the books," said Texas Department of Transportation spokesman Tony Hartzel. "What we'd be looking for is that a phased element does not preclude that ultimate project from being built."

Talk of constructing that divisive, large-scale version of Trinity Parkway comes as city officials and civic leaders continue publicly touting the benefits and characteristics of the smaller version they're not yet sure they can build.

Council members were told last month that the millions in additional development work is needed to get federal and state officials to sign off on building that smaller version as the first phase of construction. But a new analysis shows Dallas city officials could get less bang for their buck by building the scaled-back \$1.1 billion version compared with the large-scale \$1.5 billion version they're trying to delay.

According to a North Central Texas Council of Governments traffic and cost analysis obtained by The Dallas Morning News on Tuesday, when construction costs are compared with the number of miles North Texans would drive on the road, the smaller version would be 21 percent more expensive.

The analysis found that the distances North Texans in a 12-county area collectively drive every day could drop half a percent if the smaller version is built, compared with if no road is constructed. The larger version would also decrease by less than 1 percent the distances people in the 12-county area drive each day. But, according to previous NCTCOG estimates, the large version would also increase by 15 percent the distances people in a 34.27-square-mile area around the road would collectively travel each day.

The new analysis doesn't look at whether a road that fits fewer cars would reduce traffic on I-30 and I-35E. It also doesn't examine how a smaller version would impact city streets or the 34.27-square-mile area that NCTCOG previously studied.

"We probably need a more granular analysis than a 12-county area," said project supporter and

council member Lee Kleinman, who chairs the council's transportation committee. "But it's my understanding that we need to get to this next design stage to get to that level of analysis."

Preliminary analysis

The 8.8-mile road is planned to connect to I-35E and State Highway 183 northwest of downtown, run for about 6 miles inside the Trinity River floodplain and then tie into U.S. Highway 175 southeast of downtown. The toll road will run alongside a planned, but unfunded, massive urban park the city also wants to build inside the Trinity River levees.

In an email to City Council members Monday, assistant city manager Mark McDaniel said NCTCOG's new estimated costs and "calculated travel benefits" are preliminary because the "project has not yet been designed beyond a detailed concept."

The preliminary figures estimate that the smaller version will cost \$400 million less to build than the larger version. The analysis did not estimate the potential overall project costs of building the smaller version first and expanding to the larger version decades later - as officials say is the plan.

"If we are going to build small, then big, it would be good to know the 'all-in' number with the staged build," said council member Scott Griggs.

Some of the road's potential traffic benefits decrease at a faster pace than construction costs as the road is scaled down, according to the NCTCOG analysis. Yet that agency's transportation director said such a phased approach to construction is still cost-effective.

"Absolutely yes," said Michael Morris, a longtime champion of the toll road. "We are on a multiyear effort of building a staged Trinity Parkway and we believe this analysis supports this position."

'Bring us evidence'

The council's attempts to build the road come as evidence mounts across the country that increasing highway capacity can actually increase the distances people drive and the amount of time they spend in traffic.

Council member Philip Kingston, a longtime critic of how City Hall has managed the project, said people who want to put a road next to a park inside the levees are asking the council to compromise the city's "biggest natural asset." But, he said, they're unable to support their claims that Trinity Parkway will help traffic.

"Bring us evidence that what you're asking us to do has some benefit for what we're giving up," Kingston said. "That's where it all falls apart."

Kleinman acknowledged that both the approved version of the road and the smaller version the council is pursuing are "significantly" different from the Trinity Parkway shown in the 2003

Balanced Vision Plan.

But he said it's important for the council to pursue a road because transportation was a key component of that landmark compromise on a massive remaking of the Trinity River floodplain.

"It does connect southeast Dallas to a major employment area in Love Field and the Medical District," Kleinman said.

Former council member Angela Hunt, who sat on this year's Trinity Parkway advisory committee, said the council should stop trying to build something within the approvals and requirements of the large-scale version of the road. She said it should instead focus on developing, funding and building the park, then decide what kind of road serves it best.

"That, to me, seems like the logical thing to do," Hunt said.

Twitter: @brandonformby

RTC Puts Funds Towards Preston Center's Parking Problem

by *Annie Wiles* · April 16, 2016

How to solve Preston Center's parking problem has become a \$400,000 question. The Regional Transportation Council approved the sum to fund an analysis of transportation and parking in Preston Center at their latest meeting Thursday.

Michael Morris, transportation director of the North Central Texas Council of Governments presented the case.

NCTCOG has partnered with the City of Dallas and Texas Department of Transportation in an ongoing effort to develop a Northwest Highway and Preston Road Area Plan. Their study is set to be completed this summer.

Morris said, "What we're doing is we're getting \$400,000 worth of engineering experience, of folks that deal with parking lots." He said thus far they haven't had good interface with drivers getting into parking garages.

The focus is on the last mile approaching Preston Center. People "struggle for five minutes for the last half-mile," Morris said. "How can we design a garage where the people mover system is integrated into the garage?"

The hope is that the interface analysis will answer this question, as well as reducing congestion in the area.

Future expansion projects could be affected by oil prices

By **Sherelle Black** April 20, 2016

Each year more and more people are flocking to the Dallas-Fort Worth area, causing amplified congestion within the region's roadway system.

Throughout the past couple of years Texas Department of Transportation officials have worked to relieve traffic-congestion issues with local projects such as the DFW Connector in Grapevine and SH 26 in Colleyville as well as many others in the region.

However, the DFW region is growing so fast that TxDOT officials say road funding cannot keep pace with projects needed to address congestion.

WHERE DOES

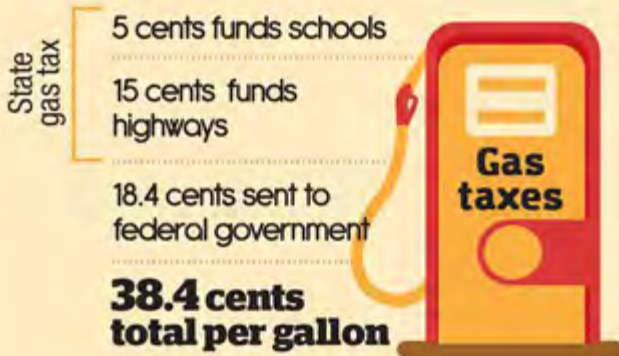
TEXAS ROAD FUNDING



COME FROM?

Every Texas driver helps fund state transportation projects through vehicle registration fees and gas taxes.

- + Texas motor vehicle registration fees
- + State and federal gas taxes



However, the gas tax has not changed since 1991 resulting in the passage of two propositions that add revenue to the State Highway Fund.

- + Proposition 1
- + Proposition 7

Growth issues

Even with the additional funding there is still a large transportation shortfall because of congestion due to population growth.



Highway use in Texas has increased **238%** over the past four decades.

Highway capacity in Texas has increased **19%**.

Source: Texas Transportation Institute/
Community Impact Newspaper

“[The DFW region] just passed 7 million people last year and we will be at almost 11 million by 2040 so we have to continue to work hard because we are going to continue to grow,” said Michael Morris, director of transportation for the North Central Texas Council of Governments.

Reports from the NCTCOG, an association that assists local governments with regional development, say that by 2030 the region will need about \$129.5 billion to eliminate the most severe levels of congestion—money for which the region does not currently have funding sources.

To help bridge the funding gap for transportation projects, statewide, Texas voters approved Proposition 1 in 2014 and Proposition 7 in 2015, both of which add money to the State Highway Fund.

Prior to the passage of the propositions the state received funding for transportation through state and federal gas taxes, motor vehicle registration fees and federal reimbursements.

The state Legislature has not increased the gas tax since 1991, which is why, according to transportation officials, the propositions are so important.

While not expected to solve the state’s transportation funding shortfall, both measures are expected to help the issue.

However, with the funds from proposition 1 and 7 depending on the state’s oil and gas industry, which has taken a downturn and overall state economy, the impact to the SHF may be less than some officials hoped.

Funding the propositions

In fiscal year 2015 Proposition 1 contributed \$1.7 billion to the SHF to be used by TxDOT.

With the price of oil declining significantly, Tarrant County Precinct 3 Commissioner Gary Fickes said Proposition 1 will probably send less money to the SHF in future years because a portion of the state’s oil and gas tax revenue funds it.

Do you think propositions 1 and 7 will be successful despite the state's oil and gas industry downturn?

No Yes Too early to tell
VoteView Results

<http://poll daddy.com/poll/9391259>>Take Our Poll

“[The] price of oil was up above \$70-\$80 a barrel,” he said. “All of a sudden it’s not selling for that much, and it went as low as \$25 [per barrel]. I don’t think [TxDOT is] going to get \$1.7 [billion] back for a while.”

Proposition 7, although funded by the general sales tax revenue and car sales tax revenue rather than the oil and gas tax revenue, is still expected to suffer from the effects of the energy industry downturn.

As oil prices continue to fall, the energy industry continues to cut back on its workforce, which Fickes said in turn affects the state sales tax revenue as those unemployed workers are less likely to make a lot of purchases.

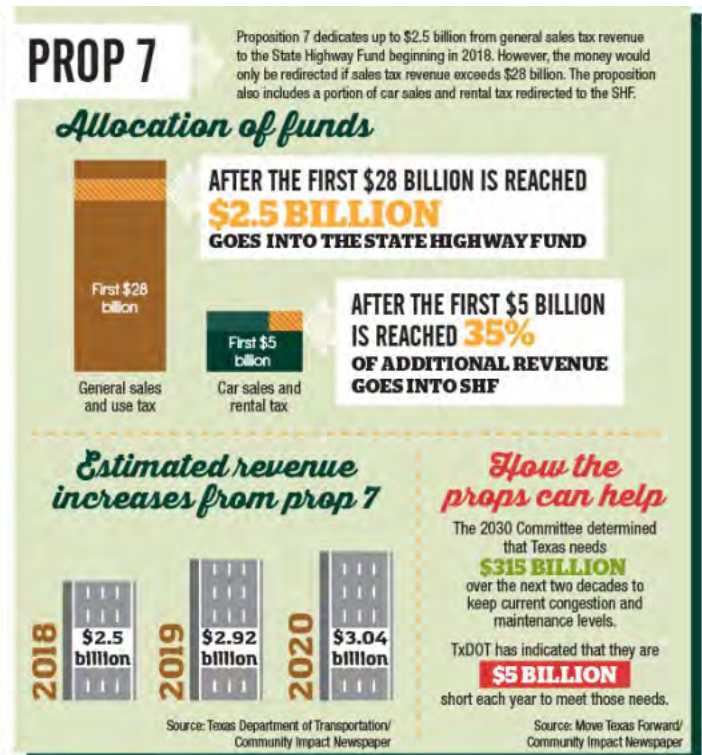
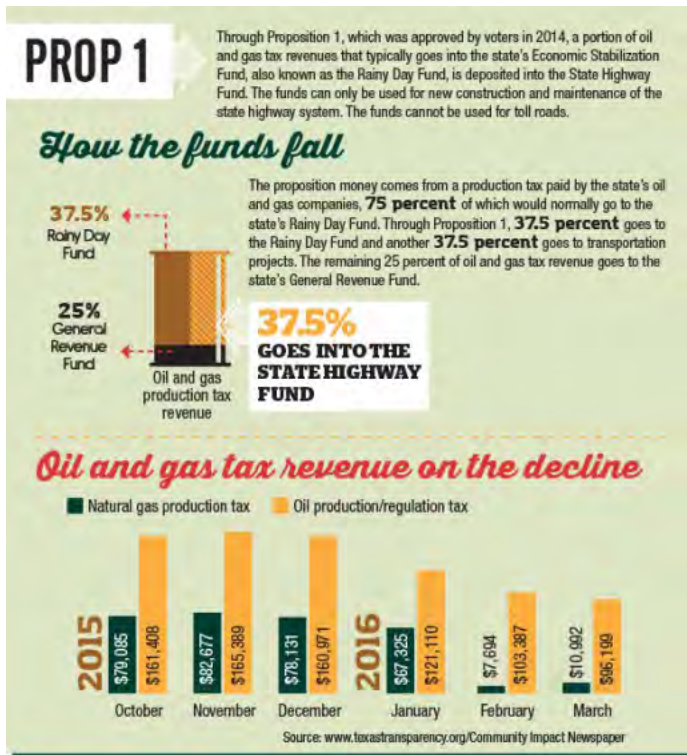
Fickes said Proposition 7 has the ability to direct up to \$2.5 billion of general sales tax revenue annually to the SHF once the state sales tax revenue exceeds the \$28 billion threshold. Funds for Proposition 7 will not begin being collected until 2017 and will not be deposited into the SHF until 2018.

Beginning in 2019, a portion of the car sales and rental tax revenue will also be directed to the SHF as part of Proposition 7.

After the first \$5 billion in annual tax revenue is collected, 35 percent of all additional car sales and rental tax revenue would go to the SHF.

That 35 percent is expected to translate to roughly \$500 million to \$600 million for TxDOT in 2020, according to TxDOT estimates.

“We have already seen thousands of oil/petroleum jobs lost,” Fickes said. “When [energy industry workers] lose their job the first thing they don’t do is buy a new car. So the price of oil is going to affect the sale of cars. These two propositions are both going to affect TxDOT’s ability to meet the needs that they have.”

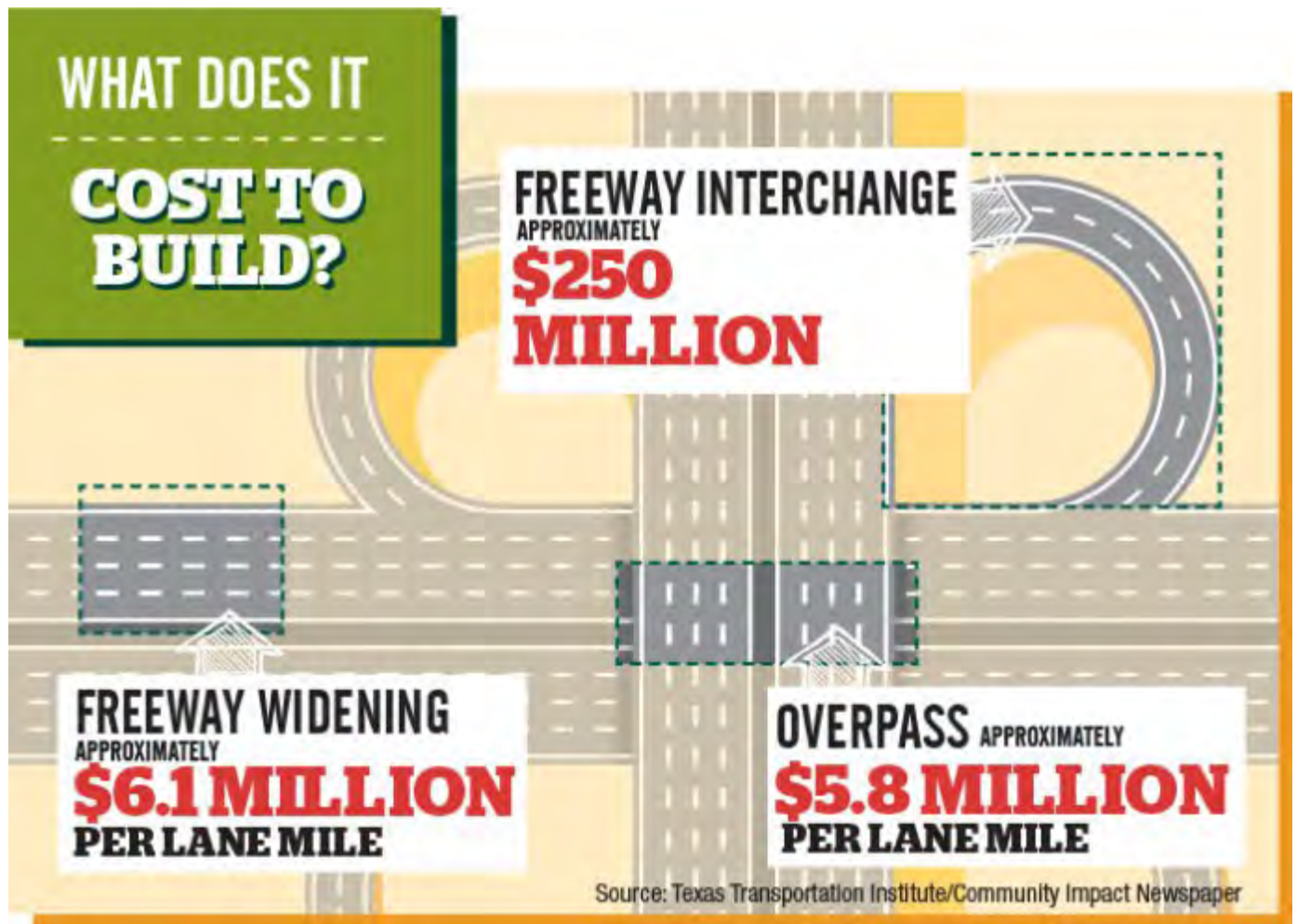


Future of oil prices

With both propositions having the potential to add billions to the SHF, transportation officials said they are hoping the oil industry bounces back.

Ed Ireland, associate professor of energy and economics at Texas Christian University, said oil prices will never be \$100 a barrel again, but prices will eventually increase.

“I think, and the analysts agree, that the recovery of the price isn’t going to happen anytime real soon,” he said. “It’s going to be a slow process most likely. I think it is projected by the end of the year we will be up to \$40 a barrel. I know people are wondering when are we going to get back up to \$100 barrel, and my answer to that is we are not.”



Ireland said this is because of the discovery of the Barnett Shale formation in North Texas, which some experts say is the largest onshore natural gas field in the United States.

“There has been a permanent change in the supply of oil and natural gas, and that’s from the shale energy revolution,” he said. “There’s just a huge new supply of oil and gas in the world, and it’s going to be there for hundreds of years. I think we are looking at a range of \$50-\$70 as to what [the cost of oil per barrel] might recover to.”

Morris said although oil prices will never be as high as they once were, the Texas comptroller is projecting both propositions will still yield money.

“As of [early April] he expects that the state will meet the minimum threshold [of Proposition 1] that is required to receive money,” Morris said. “And in 2018 we should see the first installments of Proposition 7. But we are in 2016 so we have a little bit of a ways to go before we know if that is going to happen or not.”

A continuing problem

Heading into the 2013 legislative session, officials with TxDOT said maintaining Texas roadways at current congestion levels would require an additional \$5 billion in funding annually.

The biggest chunk of TxDOT’s \$23 billion budget for the 2016-17 biennium—39 percent, or roughly \$9 billion—has been set aside for maintaining and replacing the existing system. That does not include projects to alleviate any roadway congestion.

Morris said the region is growing at a million people per decade, and that will continue, which is why funding for increased roadway capacity, not only maintenance, is greatly needed.

Because of the current shortage in the SHF, most roadway-expansion projects are currently dependent on toll revenue, Morris said.

“If we weren’t using tolls, we wouldn’t be expanding any transportation project,” he said.

EPA Recognizes SmartWay Affiliate NCTCOG for Fuel Saving Strategies

ENVIRONMENTAL PROTECTION AGENCY NEWS RELEASE

DALLAS (April 21, 2016) — The [U.S. Environmental Protection Agency](#) is recognizing [North Central Texas Council of Governments](#) (NCTCOG) for environmentally responsible efforts that move more goods, more miles, with lower emissions and less energy.

“EPA’s [SmartWay program](#) helps transportation businesses develop methods that improve the economy, the environment and public health,” said EPA’s regional administrator Ron Curry. “We all depend on an efficient and sustainable freight sector, and these honorees have demonstrated that they can get the job done while saving fuel and reducing greenhouse gases.”

NCTCOG collaborated with a local community college on innovative fuel saving and emission reducing strategies and practices. The college will incorporate a fuel savings driver training program into their curriculum. NCTCOG also launched the Saving Money and Reducing Truck Emission program which provides small trucking fleets with support to operate more efficiently.

NCTCOG was among seven affiliates to receive this recent recognition. EPA held a virtual recognition ceremony on April 21. The awardees represent three percent of the total affiliate membership and are part of a diverse cross section of the freight supply chain industry.

SmartWay Partners have avoided emitting more than 72 million metric tons of the carbon pollution that contributes to climate change, while saving more than 170 million barrels of oil and more than \$24 billion in fuel costs. SmartWay also contributes to cleaner air and healthier citizens by significantly reducing emissions of the pollution that contributes to smog.

Launched in 2004, SmartWay is an EPA program that helps the freight transportation sector and improves supply chain efficiency. SmartWay also reduces transportation-related emissions that affect climate change, reduces environmental risk for companies and increases global energy security.

Garbage-Blocked Freeway Drains Cause Crashes In Arlington

April 21, 2016 8:28 PM By Robbie Owens

ARLINGTON (CBSDFW.COM) – Need another reason to pick up your trash? Then consider this: freeway drains blocked by garbage likely contributed to several crashes Thursday morning. Firefighters were seen plucking trash from blocked drains along southbound 360 in Arlington near Six Flags Drive.

Earlier, a car lost control after hitting the water pooling in the inside lanes. Several crashes followed. Nearby [business](#) owner William Bluitt was relieved to have missed the traffic mess. He had his own close call a few months earlier.

“Someone spinned out in front of me,” recalled Bluitt, “that’s what made me start slowing down.” The experience, he said, was a wake up call as well. “It was real scary, because I was like ‘whooooaaa—that could have been me!’ So let me make sure I’m driving safely.’ ”

A TxDOT spokesperson said that’s the message that the [agency](#) wants to convey because the problem of blocked drains could reappear anywhere heavy runoff deposits garbage. “We are asking motorists to drive not the speed limit; but, to the current conditions,” said Val Lopez, TxDOT spokesperson. “Especially with all of this rain we’ve had, check conditions before heading out, and if possible delay travel. Slow down and by all means avoid any distractions while behind the wheel.”

It’s advice that’s not wasted on Kelly Hylton. She normally travels the 360 corridor; but, not Thursday. “I chose to avoid that area until it cleared up because they were playing bumper [cars](#),” said Hylton. But, she said she also knows that standing water on roadways is one that can pop up anywhere. “Especially now with all of the construction going on... like on 183. It’s definitely worse than it’s ever been because there’s nowhere for the water to drain.”

Crews also plucked trash from drains along Interstate 35 Thursday morning to clear standing water there. But, transportation officials warn that as long as there’s trash gathered in the runoff, it’s a problem that could reappear. So, slow down, and by all means put down the phone.

“Even though you think you got it,” added Bluitt, “sometimes you don’t.”

EPA recognizes SmartWay Affiliate NCTCOG for Fuel Saving Strategies

By [Newsroom America Feeds](#) at 21 Apr 2016

EPA recognizes SmartWay Affiliate NCTCOG for Fuel Saving Strategies

Contact: Joe Hubbard or Jennah Durant at 214-665-2200 or r6press@epa.gov

DALLAS – (April 21, 2016) The U.S. Environmental Protection Agency is recognizing North Central Texas Council of Governments (NCTCOG) for environmentally responsible efforts that move more goods, more miles, with lower emissions and less energy.

“EPA’s SmartWay program helps transportation businesses develop methods that improve the economy, the environment and public health,” said EPA’s regional administrator Ron Curry. “We all depend on an efficient and sustainable freight sector, and these honorees have demonstrated that they can get the job done while saving fuel and reducing greenhouse gases.”

NCTCOG collaborated with a local community college on innovative fuel saving and emission reducing strategies and practices. The college will incorporate a fuel savings driver training program into their curriculum. NCTCOG also launched the Saving Money and Reducing Truck Emission program which provides small trucking fleets with support to operate more efficiently.

NCTCOG was among seven affiliates to receive this recent recognition. EPA held a virtual recognition ceremony on April 21, 2016. The awardees represent three percent of the total affiliate membership and are part of a diverse cross section of the freight supply chain industry.

SmartWay Partners have avoided emitting more than 72 million metric tons of the carbon pollution that contributes to climate change, while saving more than 170 million barrels of oil and more than \$24 billion in fuel costs. SmartWay also contributes to

cleaner air and healthier citizens by significantly reducing emissions of the pollution that contributes to smog.

Launched in 2004, SmartWay is an EPA program that helps the freight transportation sector and improves supply chain efficiency. SmartWay also reduces transportation-related emissions that affect climate change, reduces environmental risk for companies and increases global energy security.

More information on SmartWay <https://www3.epa.gov/smartway>

Richland Hills transit foes spew a DEBT! fantasy

THE EDITORIAL BOARD

April 21, 2016 6:08 PM

The people of Richland Hills have voted overwhelmingly — three times — to establish and retain their city's membership in the Fort Worth Transportation Authority.

Still, some determined Richland Hills residents don't get the message or refuse to hear it.

They want the city to end its affiliation with the authority despite its bargain cost and benefits to Richland Hills residents and businesses.

Vote No. 4 is scheduled May 7. Early voting starts Monday.

The opposition this time — as opposed to the 1992 election that approved the city's membership (with 59 percent of the vote), the 2004 election reaffirming that membership (68 percent) and the 2010 vote that reaffirmed it again (61.7 percent) — is shaped around a single scare word: DEBT!

The claim is that Richland Hills will incur a \$10 million share of transportation authority debt if it does not take advantage of this once-in-a-lifetime opportunity to head for the exit.

That's a scary amount of money. But it's sheer fantasy.

The transportation authority, which has been in operation for more than three decades, has no debt, says Paul Ballard, its president and CEO.

More than two decades of Richland Hills' membership has not affected the city's debt obligations.

But the public transit opponents point with alarm to the TEX Rail commuter rail line planned to run between downtown Fort Worth and the north entrance to DFW Airport — which won't serve Richland Hills.

TEX Rail's cost is expected to be almost \$1 billion, but the lion's share of that will come from federal, state and regional grants.

Only \$214 million will come from the transportation authority sales tax collected in Fort Worth, Richland Hills and Blue Mound.

There's no DEBT! for Richland Hills, other than to continue paying the half-cent sales tax that's collected today.

That tax adds up to almost \$1.3 million a year.

The transportation authority spends \$1.2 million a year providing services to the city, plus it gives Richland Hills \$160,000 a year for roads and transportation enhancements.

Do the math. The city enjoys the benefits of transit services, including a stop on the Trinity Railway Express commuter line, and comes out ahead by about \$76,000 a year (that's the opposite of DEBT!)

In the past, most residents of Richland Hills have recognized a bargain when they saw it.

The Star-Telegram Editorial Board recommends a vote for transportation authority membership in Richland Hills

Read more here: <http://www.star-telegram.com/opinion/editorials/article73201987.html#storylink=cpy>

Before interstates, Bankhead Highway connected Texas to rest of U.S.

Riding in antique cars, group retraces old highway routes

Congress approved funding 100 years ago

Supporters aim

By Gordon Dickson

gdickson@star-telegram.com

Bankhead Highway may be the most important road many Texans have never heard of.

The coast-to-coast highway, which connected Washington, D.C., to San Diego — and stretched 850 miles through Texas, from Texarkana to El Paso — was vital to the development of not only major cities such as Fort Worth and Arlington, but also smaller places such as Strawn that blossomed during the state's oil, coal and railroad booms.

It all began 100 years ago, when Congress approved funding for Bankhead Highway. Much of the road is still on the ground today, although it is known by many other names in various cities.

Only a handful of places, including Aledo and Weatherford, still call it Bankhead Highway or Bankhead Drive on street signs. In other cities, it was (and sometimes still is) known as U.S. 80, U.S. 67 or Texas 1. In west Fort Worth, it is Camp Bowie Boulevard. In Arlington, it's Division Street.

To celebrate the centennial of Bankhead Highway, a convoy of nearly 50 antique cars is retracing the routes through Texas, and that group made stops Friday in Arlington and Fort Worth. On Saturday, the itinerary includes passing through Weatherford, Mineral Wells and Strawn, where the drivers were to enjoy a picnic before heading to Abilene.

Often, the stretches of old Bankhead Highway run parallel to modern highways such as Texas 180 and U.S. 180, or interstates such as I-20. The interstate system, which now serves as the preferred route for most cars traversing Texas, has nearly banished Bankhead Highway to antiquity.

"Bankhead Highway needs to be for North and Central Texas what Route 66 is for Oklahoma and Missouri," said Dale Truitt, who organized the 500-mile tour of Bankhead Highway from Texarkana to Odessa. The caravan of cars from the Antique American Independent Automobile Association included a 1911 Dodge, a 1915 Packard and several Ford Model Ts.

"It's just time we get on it," Truitt said. "This tour is going to be the kickoff of hopefully more interest in Bankhead Highway."

‘Proud of those bricks’

In the tiny city of Strawn, about 80 miles west of downtown Fort Worth, a two-story building is still brightly painted with a sign that reads “Bankhead Hotel & Apts.” The building has sat vacant for decades, as Strawn entered into a slow, steady economic and population decline linked to the area’s oil and coal production, but the hotel is still a well-known local landmark and one of the few structures in Texas that uses the iconic Bankhead name.

Strawn’s little piece of Bankhead Highway is now known alternatively as Texas 16 or Front Street — a rather nondescript road in a city with no red lights other than at railroad crossings. But a block of the roadway in the city center, directly outside the Bankhead Hotel, still features the original Bankhead Highway red bricks made at a now-closed factory in nearby Thurber.

“We’re very proud of those bricks,” said Danny Miller, who grew up in Strawn and is now city secretary. “Many people who lived here helped make those bricks, and we’ve still got them right in our downtown.”

But more than just that Texas connection, Bankhead Highway was one of the first coast-to-coast roads in the United States, starting at the Zero Milestone on the White House South Lawn in Washington and ending near the Pacific Ocean in San Diego.

And, after years of being all but ignored by history — to the point where many motorists today probably know little or nothing about it — Bankhead Highway is now the subject of a cultural reawakening of sorts. And that renaissance includes several car shows and other events that are being held this weekend in Fort Worth and several West Texas communities.

“Bankhead Highway was the the nation’s first all-weather, cross-country highway,” said Dan Smith of Fort Worth, a retired meteorologist who wrote the book *The Bankhead Highway in Texas*, published in 2013. “The Lincoln Highway was first, but you couldn’t use it all year because it went up through the northern U.S. and through the mountains out west, and that made the roads impassable. Bankhead Highway went all across the country through the South, and you could rely on it all year around.”

Named after John Bankhead

The highway was named after Sen. John H. Bankhead of Alabama, a strong advocate of building a coast-to-coast highway in the pre-World War I years.

The road was commissioned a year before Texas even formed its highway department, an agency that became the Texas Department of Transportation. The department and the Texas Historical

Commission have worked together in recent years to map Bankhead Highway and catalog several thousand adjacent attractions.

The road wasn't built for military purposes, although many members of Congress supported the project for its ability to move people and equipment from one coast to another. As the U.S. entered World War I and later World War II, the need for troop movement to respond to a potential enemy invasion became paramount.

But in the cities on Bankhead Highway, the real value was the ability to bring in tourists and other visitors, and to more easily connect with the rest of the country.

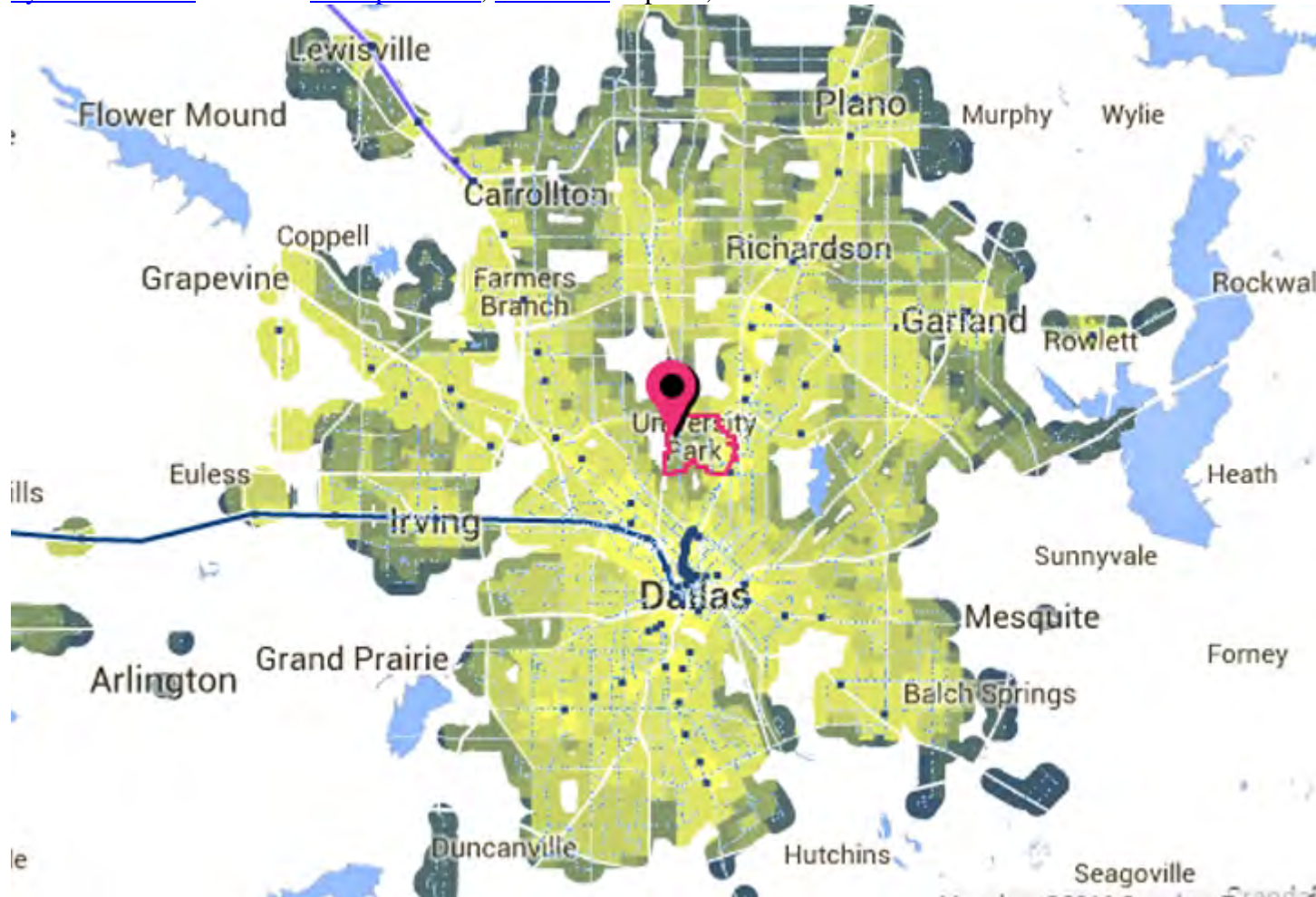
In Strawn, Bankhead Highway harks back to a time when the city was at least four times its current population of about 600 residents.

"The Bankhead came through in the early '20s at a time before there were interstates or anything like that," said Miller, the Strawn city secretary. "It was very important to the economy of Strawn. Many businesses thrived catering to the traffic that passed through. It was a big deal having a major highway coming through a little town like this."

Read more here: <http://www.star-telegram.com/news/local/community/weatherford-star-telegram/wt-news/article73430022.html#storylink=cpy>

How Well-Connected Is Your Home to Public Transit?

by Peter Simek Posted in [Transportation](#), [Urbanism](#). Apr 25, 2016 at 10:37 am



The All Transit tool measures how connected parts of the city are to public transit.

TransitCenter and the Center for Neighborhood Technology released [a nifty little tool last week](#) that allows you to gauge how well-connected any spot in the United States is by public transit. Plug in an address, and the All Transit database culls together information on access to jobs, number of commuters, workers near transit, and other curious factoids.

I haven't dug into the data too deeply, but I did run the numbers on a few Texas cities just to see how Dallas' public transit system stacks up. Leaving aside all the usual moaning and groaning over Dallas' sub-par transit system, Dallas actually has the best performing public transit system in Texas according to the All Transit tool, with an overall performance score of 6.8. Houston comes in second with a 6.2, while Austin (5.5) and San Antonio (5.7) live up to their reputations as transit-challenged cities.

What does it all mean? Well, according to All Transit, in Dallas there are 184,017 jobs within a 30-minute transit commute of downtown, and 786,452 jobs located within a half-mile of a transit spot. You can drill down into those numbers and see what kinds of jobs are close to transit, and how much people earn. Click over to a heat map that shows where the most connected parts of the city are. Most interestingly, you can click a box to see where low income housing tax credit properties are located on the map. All too often, these low income properties appear to be clustered in pockets that aren't as well connected to transit as nearby areas. That overlay of low income housing on top of the public transit map is both the most illuminating aspect of All Transit, as well as the place where the tool's usefulness begins to break down for me.

All Transit offers a quick way to show how different cities and neighborhoods in cities stack up, and the ratings general match with general perception of which American cities have decent public transit (places like Chicago, San Francisco, Seattle, Portland, all have scores in the 9's). But it is one thing to count the number of jobs located near a rail and bus station, and another to tell if the transit system is actually connecting the people who rely on transit to the jobs they need. As the low income housing map suggests, there is a more complicated story of connectivity, opportunity, and inequitable mobility hidden beneath the numbers.

That said, one thing I noticed when looking at other cities' data is that places with high scores all generally had a high ratio of jobs within a 30-minute commute to jobs located within a 1/2 mile of transit. This appears to be a good baseline indicator of whether or not a transit system is useful. It suggests that improving a public transit system would mean increasing the number of jobs within a 30-minute commute average for households.

That's where the story of Dallas' relative public transit success begins to really break down. All Transit tells us that while Dallas is middle-of-the-road compared to most American cities, it is doing pretty well with public transit when compared to other Texas cities. But will Dallas be able to improve its public transit system? I'm not so sure.

Let's look at that public transit heat map again. Notice how some of the corridors with poor access to public transit — like the Dallas North Tollway or anything north of the Plano border (Frisco receives a 0.1 rating) — are actually the places where the region is experiencing the greatest amount job growth. In other words, if improving public transit means increasing the number of jobs that are within short commuting distances to workers, then Dallas seems to be growing in such a way that will only increase the commuting distance to new jobs. It all suggests that because of the way the region is growing, improving on that public transit mediocrity is going to be extremely difficult.

Wilonsky: Is that giant thing over Harry Hines a bridge to nowhere or a path to the future?



Robert Wilonsky Follow @RobertWilonsky Email

rwilonsky@dallasnews.com

Published: April 26, 2016 3:02 pm

Over Harry Hines Boulevard at Walnut Hill Lane hangs Dallas' newest Bridge to Nowhere — a pedestrian walkway that connects an empty lot to an auto parts store across the street. It's spectacular from a distance, breathtaking close-up. And puzzling at any distance.

It's high enough for truck traffic, and when the sun hits it just right, it's positively blinding thanks to a tangle of steel lining the handicap ramp that seems to zig and zag forever. Approaching from the south, you can see it a mile away — from the parking lot of Pandora's Men's Club, if you must know. Coming from the other direction, it's visible if you're pulling out of the Paris Adult Bookstore.

I live a few miles from the intersection, and drive Harry Hines once or twice a week — on bourbon runs, or late-night taqueria trips or as a shortcut to the boy's baseball games in Farmers Branch. For months, I've watched them build this thing. What started as a forest of cement columns has morphed into a \$4.6 million monument.

I never could understand why here, why now. I mean, Mockingbird Lane's been awaiting its Katy Trail pedestrian bridge for more than a decade. It would be a joke, if it hadn't become a tragedy over the weekend after the hit-and-run death of film critic Gary Murray as he tried to cross Mockingbird.

But Harry Hines got one first? To connect an empty lot to a parts store?

That is one expensive question mark in serious need of an answer.

Even the guy whose business is a few steps from the base of the bridge has no idea what the heck the thing's doing there.

“I thought it was for the DART station,” said Song Kim, owner of Just for Play, the lingerie shop in Ravi’s Wholesale Plaza. Kim said Monday that he’d been in this spot for two years, and never once has anyone explained the point of this bridge, which is now scheduled to open in late summer.

The DART station’s a good guess. Dallas Area Rapid Transit has the Walnut Hill Green Line station on the other side of Harry Hines. But the bridge doesn’t connect to it. Denton Drive separates the light-rail station from the bridge.

The bridge’s backstory hides in plain sight: The fall 2014 issue of *Utility Newsletter*, the must-read published by the Dallas County Department of Public Works, tells us the bridge “will allow safer pedestrian and bicycle traffic along Harry Hines Boulevard and serve as an example of the modern transportation principles of sustainable and multimodal infrastructure.” There’s also a 2014 map from the North Central Texas Council of Governments that shows the pedestrian bridge as part of a much larger “Northwest Dallas Multimodal Connectivity” project built for the Asian Trade District.

The Dallas County Commissioners Court approved it in the spring of 2013 at a total cost of \$6.5 million, with most of that going toward the bridge.

The Texas Department of Transportation is also involved, overseeing the bridge’s construction. The city of Dallas, which split the million-dollar design bill with the county, will take possession of the bridge once it’s built, according to county officials.

The feds paid for most of the project: \$3,598,154, according to TxDOT spokesperson Michelle Releford, and an additional \$600,000 for the sidewalks and bike lanes, per county records. The money was peeled off from the Surface Transportation Program-Metropolitan Mobility funding program.

That entire price tag includes wide new sidewalks and driveways up and down Harry Hines between Royal Lane and Walnut Hill, because Dallas now wants people to walk on Harry Hines — as opposed to when I was a kid and people walking on Harry Hines charged by the hour to stop walking on Harry Hines.

There’s other stuff coming, too, said Tushar Solanki, a project manager in Dallas County’s Public Works Department, including cycle tracks and sidewalks on Denton Drive intended to connect the lonely island of northwest Dallas to the rest of the city via light rail and trail.

“It’s not your typical project,” Solanki said. “It goes beyond the usual scope.”

The city, county and state also hope — fingers crossed — that maybe a pedestrian bridge will spark transit-oriented development near the stations at Walnut Hill and Royal, where, for now, Charley’s Guitar Shop and Mama’s Daughter’s Diner and a few Korean eateries are the closest thing that neck of the Great Northwest has to a destination.

“It takes time,” Solanki said. “I am not saying it will happen right away. I see that in the future. If you look at Mockingbird Station, it takes time to build things up. You have to improve the infrastructure first before people recognize this area has potential.”

“I’ve seen the strip clubs and the massage parlors,” said Nathan Davison, one of the county’s civil engineers. “I’ve seen scantily clad women standing on the side of the road. Harry Hines has its reputation. But I feel like that part of town has the potential to make a comeback.”

That would be fantastic. You don’t see too many mixed-use developments built around strip clubs and taco joints. It could be the most Dallas thing ever.

But here’s the funny thing. Song Kim, the Just for Play owner, said he’s not terribly interested in having walk-in traffic. There’s already a sign on the door instructing customers to leave backpacks outside because of a rash of thefts. He likes customers who drive up, walk in, get what they want and walk out — like the lady who came to the counter while we were talking. She walked in, grabbed a thong, put her ten-spot on the counter, collected her change and walked out.

Talk of redevelopment amuses him.

“That’s way down the road,” he said. “This is the only building in the area that looks clean. Every other building looks like it’s been there 100 years. One bridge, I dunno. It’s a start? But I don’t see how many couples want to walk around on Harry Hines. This is, like, Harry Hines.”

Texas agency review process needs a review

Agencies must win legislative permission every 12 years to remain open
Commission periodically recommends changes in how agencies operate
Regulated industries and advocates of other bills hijack the process

By [Ross Ramsey](#)

The Texas Tribune

When the Texas Department of Transportation was up for its periodic legislative review in 2009, the must-pass bill became a magnet for every legislative idea that had not already passed on its own.

“There were, like, 200 or 250 amendments,” recalled House Speaker [Joe Straus](#), R-San Antonio, in an interview last week. “I couldn’t even see the parliamentarian for the stacks of amendments everywhere. It was just ridiculous.”

He has a pretty good memory: An aide looked it up and found there were 222 amendments.

The most important thing to remember, however, was that after months of work on one of the state’s biggest and most important agencies that so-called Sunset legislation failed.

“It makes a mockery of the whole Sunset process, and it makes me question whether or not it still serves a useful purpose,” Straus said. “So, let’s give it a try, to try to refocus and instill some discipline, and see how we do.”

Many of the reviews done by the state’s [Sunset Advisory Commission](#) go more or less as intended — about 75 percent of their recommendations have made it into law, by Sunset’s count.

The commission periodically recommends changes in how agencies operate, revisions to their missions and even whether they should continue to exist.

Two dozen agencies are on the list for the next legislative session, and the appointed Sunset Commission and the agency that supports it are already at work.

[Straus named three members](#) — including Rep. [Larry Gonzales](#), R-Round Rock, who will serve as chairman, and former Fort Worth Councilman Bill Meadows, who will be a public member — to the commission last week.

In spite of Sunset's successes, the fate of that 2009 Department of Transportation bill was entirely unsurprising. It's a big agency with a broad mission, making it vulnerable to hijackers in the lobby.

State agencies must win legislative permission every 12 years to remain open.

Failures are common enough, however, that lawmakers regularly end their sessions with "safety net" bills designed to keep otherwise-dead agencies alive for another day.

Straus has had enough of that. He would like to restrict the lobby runs on Sunset bills.

Generally speaking, the hijackers have one of two agendas.

The first are regulated industries and other interests that want to revise an agency's operations or mission in a way that benefits them.

An example would be oil and gas industry lobbyists who have battled against moving regulatory hearings from the Texas Railroad Commission, where they have a lot of clout, to the State Office of Administrative Hearings, where they don't.

The second group tries to save zombie legislation that can't survive on its own by attaching it to must-pass Sunset bills.

The Department of Transportation is back for review next year. So are the Railroad Commission, a bunch of agencies that regulate medical professions and the State Bar, which regulates lawyers.

About a year from now, when the legislative session is in its last six weeks, Straus and the zombies and the regulated industries will decide whether and how things have changed — if they have changed at all.

Ross Ramsey is executive editor and co-founder of The Texas Tribune.

Read more here: <http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article73837847.html#storylink=cpy>

Paths to success: Dallas-Fort Worth planners see economic pluses of pedestrians

Brandon Formby Follow @brandonformby Email
bformby@dallasnews.com

Published: April 29, 2016 4:56 pm

North Texas suburbs may have the open spaces perfect for building jogging and biking trails, but it's city paths running alongside dense developments or urban bodies of water that apparently draw more pedestrians and cyclists.

Armed with a first-of-its-kind collection of data about Dallas-Fort Worth walking and biking trails, regional planners this month unveiled an emerging picture about which paths see the most use.

"If there's a restaurant or a food truck or anything related to food, those seem to be the locations where we see the most counts," said Karla Weaver, a program manager for the North Central Texas Council of Governments.

That planning agency last year used data from 26 mechanical counters in five cities to begin understanding where and when walkers, runners and bikers use trails. The agency wants to keep collecting data from additional spots so planners don't have to rely on anecdotal evidence about trips North Texans make without a vehicle.

The idea is to provide better information to city officials and regional leaders who hold the purse strings for infrastructure projects. But Weaver said her agency is also beginning to study the land use around such trails to see what correlations there are between population density, economic development and path usage.

It's a step in a different direction for an agency most known for helping highway planners predict future traffic patterns.

"We've been counting cars for decades," Weaver said.

Many of the trail results didn't surprise avid runner Kerry Little, who is also a training coordinator for athletic store Luke's Locker. In more than 30 years of running in

Dallas, Little has seen a cultural shift in how people choose to move around the region. She said that's especially true in denser parts of town where trails seamlessly connect people to places they want to go.

"You're seeing people think, 'I'm going to walk or I'm going to get on my bike instead of getting in my car'," Little said.

Heaviest use

Data was collected on several paths including Dallas' Santa Fe Trail, Fort Worth's Trinity Trails, Denton's Denton Branch Rail Trail, Plano's Chisholm Trail and North Richland Hills' Cotton Belt Trail.

Dallas' Katy Trail, which snakes through the densely populated Uptown as it connects Victory Park to Highland Park, had the most usage by far. The trail's intersections with Routh Street and Fitzhugh Avenue each saw more than 529,000 trips counted in a six-month period. Those two spots are between clusters of bars and restaurants near Cedar Springs Road to the south and off of Knox Street to the north.

Fort Worth's Trinity Trails were also among the most used. And the most popular spot on those paths was at the Clearfork Food Park, an outdoor area where food trucks congregate. More than 374,000 biking or pedestrian trips were counted there over an 11-month period.

"People like to be active and they like to stop and have a beverage or grab dinner," Weaver said.

But how much of the usage, especially on the Katy Trail, is due to attractions being along the route and how much is due to being located within a population-dense neighborhood? That's one thing Weaver said her agency plan to better understand as more data comes in.

"That's hard to say," Weaver said. "That's something we've got to look at."

Best of both worlds

Little said that one of the most important factors for runners is that trails are easily accessible and connect into existing sidewalks, parking lots, streets or other paths.

"It does have to create a network," Little said.

Sean Clancy, a bike advocate who lives in downtown Dallas, said cyclists prefer trails that provide plenty of straight-aways with few places where they have to stop. And fewer pedestrians to weave around. He said that's why White Rock Creek Trail is so popular with bicyclists.

"You get in a better cadence," he said.

White Rock Creek Trail, which runs from north of LBJ Freeway to Mockingbird Lane, saw more than 95,000 trips last year. The vast majority of those were bicyclists.

White Rock Lake Trail, which runs around its namesake lake, was overwhelmingly more popular with pedestrians. Little said that while some runners like the straightaways on the Katy Trail, others prefer the natural surroundings of White Rock.

"We're getting the best of both worlds here," she said.

Summer impact

One thing that surprised Weaver when she began analyzing the new data was that the amount of trips made by biking went up in the heat of the summer. She hopes future counts will shed more light on whether that's normal or was a one-time side effect of a summer that wasn't plagued by unrelenting 100-degree weather.

She also hopes that a closer look at development patterns around the paths sheds more light on how trails can be used as alternatives to roads — or as ways to spur patronage of businesses that locate along paths.

"It's been a long time coming," Weaver said of the data collection. "We hope to keep going."

Got a gas guzzler? State program can help replace your old car

AirCheckTexas Drive A Clean Machine provides replacement vouchers

Eligible for applicants with incomes as high as \$72,900 for a family of four

Repair program offer up to \$600 to fix emission problems

Even with today's low fuel prices, gas guzzlers are rapidly being phased out in the United States.

And renewed funding by the Texas Legislature has restarted a program in North Texas to get some of those gas guzzlers — and high polluters — off the roads.

Last session, the Legislature allotted \$22 million to restart the replacement voucher program under AirCheckTexas Drive A Clean Machine, a program run by the North Central Texas Council of Governments.

Aircheck works in two ways to get dirty cars off highways. It provides financial help for income-qualified owners to replace their vehicle if it doesn't pass emission tests or is at least ten years old. Or it helps pay for the cost to repair those vehicles to bring them into compliance and pass the emissions test.

\$3,500 Amount offered on replacement vouchers to help owners of old vehicles buy a newer car.

The program gives replacement vouchers up to \$3,500 for qualified vehicles and owners toward a newer car. It was restarted last October after being shut down for lack of funding from 2011 to 2015, said Dora Kelly, air quality operations manager for NCTCOG.

The repair program, which has been running continuously since 2002, gives up to \$600 towards emission repairs. This program works through 146 repair facilities in the area and handles issues such as a hole in the tailpipe or problems with the catalytic converter or transmission.

Kelly said the voucher program still has \$1.5 million to give out to qualified vehicle owners.

“Some people are still not aware of the program,” she said. “Some people don't realize that they qualify.”

Income qualifications are 200 percent above the poverty level. For a single person, that translates into \$35,640, or for a family of four, \$72,900.

Since its inception, the Aircheck program has taken 31,697 high-polluting vehicles off the road and repaired 32,352 others to pass their emissions test, Kelly said. The additional funding is expected to provide vouchers for the replacement of approximately 6,000 more vehicles.

This comes as North Texas continues to struggle with air quality. The American Lung Association recently gave Tarrant and Dallas Counties a grade F for its air quality, ranking DFW 11th in the country for the worst ozone.

Tarrant County had 70 days rated at the orange level for ozone, 10 rated red and two rated purple last year, according to the association.

But more help also may be coming in the form of better gas mileage for vehicles, which reduces emissions.

According to a report by the Consumer Federation of America released this week, vehicles chugging along below 16 miles per gallon have declined to just 4 percent of 2016 models, down from one-third of all 2008 models.

“Fuel efficiency increasingly comes standard with new cars, trucks and SUVs” said Jack Gillis, CFA spokesman and author of *The Car Book*. “Even if you’re in the market for a large pickup or SUV, you’d have to go out of your way to find a true gas guzzler.”

Meanwhile, in the CFA’s study of more than 1,000 new vehicle types, 13 percent achieved more than 30 miles per gallon in on-road tests, up from just 1 percent in 2008.

Overall, 56 percent of passenger car and truck models offered for sale in the United States meet or beat the current national standards, based on vehicle class, of at least 23 mpg, CFA said. Remember that automakers meet fuel-efficiency requirements on an average basis across fleets and vehicles classes, so some models can be below the standard as long as there are others to exceed them.

For even better mileage and low or no emissions, consider an electric or plug-in hybrid vehicle, which still come with a federal tax credit. The credits range from \$2,500 to \$7,500, depending on the size of the battery pack.

That translates into a \$4,007 tax credit for purchasing a Ford Fusion Energi and C-Make Energi models and \$7,500 for a Chevrolet Volt, Nissan Leaf and Tesla Model S, according to Green Car Reports.

The credits for plug-in vehicles is limited to the first 200,000 sold per carmaker before it begins to be phased out. But Green Car Reports said none of the manufacturers are near that phase-out number yet, making the full credits good for a least a couple more years.

Teresa McUsic’s column appears Saturdays. TMcUsic@SavvyConsumer.net

Read more here: <http://www.star-telegram.com/news/business/biz-columns-blogs/teresa-mcusic/article74696587.htm#storylink=cpy>

Dallas film blogger dies in car crash while crossing busy street

By [Teresa Gubbins](#)

4.23.16 | 10:18 am

Gary Murray, a Dallas film writer and president of the North Texas Film Critics Association, was killed in a car crash on April 23. Murray, who was 53, died doing what he loved most: covering the art of film.

Murray was on-site at the [Dallas International Film Festival](#) when he was hit by a car while crossing Mockingbird Lane. His death was confirmed by his brother Danny.

"My brother Gary was killed last night in Dallas," Danny said. "He was hit by a car that ran a red light while he was walking at a crosswalk, and the person did not even stop."

According to the Dallas Police Department, officers responded to a call at Mockingbird and North Central Expressway service road regarding a hit and run at approximately 10:16 pm. A vehicle, possibly a truck, hit a pedestrian and left the scene. The individual was transported by DFR to Baylor Medical Center.

Publicist Kelly Kitchens Wickersham said that Murray was leaving the Highlands Dallas Hotel and crossing Mockingbird Lane at the intersection of US-75 when he was hit.

"Apparently, the car came up the frontage road and took a right onto Mockingbird without stopping," she said.

Murray had experienced some complications from diabetes in the past year and walked with a cane. "Several of his toes had been amputated, he'd been in and out of the hospital, but he was doing really well," Wickersham said.

According to his friend Jason Logan, Murray passed away at Baylor Hospital a little after 2 am.

"Police are investigating to find out who ran him down as he crossed through a crosswalk on Mockingbird Lane last night," Logan said in a Facebook post. "He was conducting interviews for the Dallas International Film Festival and he was innocently walking back across Mockingbird when some coward decided to plow through the right turn lane to get to 75, ran him down, and kept on going."

Murray was a columnist, critic, and reviewer who began writing in 1989 for the North Dallas Movie Review. He also wrote for Entertainment Showcase, TheCityWeb, PopSyndicate.com, BigFanBoy.com, and Selig Film services. He was a founding member of the North Texas Film Critics Association and served as president since 2009.

He was also a comedian who taught comedy defensive driving, and had worked at The Magic Time Machine Restaurant and Lounge, where he was beloved by coworkers such as Clint Ford, who posted a memoriam to him.

"While I was working in costume in 2001 at the themed restaurant, The Magic Time Machine Restaurant and Lounge, I was trained for a month by Gary Murray," Ford said. "Gary was kind, patient, and a great instructor."

Dallas Film Society president Lee Papert said that the Dallas International Film Festival, which ends on Sunday April 24, would acknowledge Murray's passing at the [screenings](#) airing during its final two days.

"We talked to his friends and associates who said that Gary would want the festival to continue, since he loved nothing more than film," Papert said. "We're putting up an 'in memoriam' notice before each of the screenings in memory of Gary."

They'll also host an event dedicated to Murray in the future.

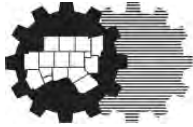
"We'll work with his family and close friends to have some kind of memorial event after the other funeral arrangements are taken care of, maybe with one of his favorite movies, where we invite all his friends and film press," Papert said.

A statement from the Dallas Film Society expressed shock and sadness "by the tragic passing of our friend and colleague, Gary Murray last night following the DFS Honors event."

"Gary was a familiar face on the red carpet and was instrumental in bringing attention to our filmmakers and the Dallas Film Society mission," the statement said. "Our hearts and thoughts are with his friends and family at this time. Gary was a friend to many in the film world and a huge fan of DIFF. He was highly respected and loved by many and leaves behind a true passion for film."

On Murray's last post on April 21, he was doing what he loved: interviews on the red carpet.

"On the scene Dallas on the red carpet with Michael Hernandez at this year's DIFF," he wrote. "Covering several days and watching a bunch of movies!!!! Loving it!!!!"



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Amanda Wilson
817-695-9284

awilson@nctcog.org

or

Whitney Vandiver
817-704-5639

wvandiver@nctcog.org

Ozone Season Brings Heightened Air Quality Awareness

Anyone can contribute to a healthier North Texas

April 28, 2016 (Arlington, Texas) – Ozone season, like warmer weather, is upon us. As the temperature rises, air quality generally worsens, so it is important for residents to do their part to lessen emissions in the spring and summer.

Beginning May 2, more attention will be brought to the issue of clean air with the celebration of Air Quality Awareness Week. While the week will spotlight the importance of clean air nationwide, in Dallas-Fort Worth, where ten counties are in violation of federal ozone standards, air quality is a focal point every day. And improving it requires assistance from everyone.

NCTCOG operates several programs to give residents the tools to contribute. One is Air North Texas, a regional partnership and campaign encouraging individuals, businesses and governments in North Texas to make clean air choices by promoting behavioral and lifestyle changes that impact their health and the environment.

Participation in Air North Texas is just one way people who call the Dallas-Fort Worth area home can help their neighbors breathe easier during ozone season, which lasts through October. By committing to at least one action to improve the air quality and health in North Texas, anyone – young or old – can help bring the region toward attainment. Residents can also join in on the change by participating in events such as Clean Air Action Day, designated to encourage people to make environmentally friendly choices that could lead to a healthier North Texas. On the first Friday of summer, June 24, commit to clean air actions and share how you will lend a hand with our community.

The following are a few ways residents and employers can participate:

- Use mass transit like Dallas Area Rapid Transit, the Fort Worth Transportation Authority or Denton County Transportation Authority.
- Carpool or vanpool.
- Limit or avoid idling.
- Bicycle or walk instead of driving.
- Report smoking vehicles.
- Take lunch to work instead of going out to eat.

For more ways to help, visit AirNorthTexas.org.

Signing up for Ozone Action Day alerts is another way to get involved and be a part of the solution. These alerts provide information about when the region's air quality may be unhealthy.

When unhealthy air quality is forecast, an email will be sent in advance with tips to improve air quality and limit time spent outdoors. Residents can sign up through AirNorthTexas.org.

Other programs that promote air quality are listed below:

- [RSVP](#): The Regional Smoking Vehicle Program is designed to inform vehicle owners their vehicle may be creating excessive smoke and emitting pollutants, which are harmful to the public's health and environment.
- TryParkingIt.com: The region's ride-matching and trip-logging website available for commuters in North Texas. Users can locate carpool and vanpool matches, along with transit, biking and walking buddy matches.
- [AirCheckTexas Drive a Clean Machine](#): Designed to help qualifying vehicle owners comply with emissions standards by offering financial incentives to repair or replace their cars and trucks.

Residents can also help improve air quality by using mapping programs and other technologies to help them find the most efficient, least congested routes. It is important, however, that motorists refrain from using their phones while driving. NCTCOG also works with the freight industry to promote emissions reduction and improve efficiency, and its efforts were recently recognized by the Environmental Protection Agency through its SmartWay Affiliate Challenge program for the fifth year in a row. The SmartWay Affiliate Challenge was developed to acknowledge entities that have demonstrated exceptional recruiting, promotion and marketing toward these goals.

These are just a few tools that residents can use to become part of the solution. The contribution could be big or small, but regardless of its size, can make an impact far beyond this generation.

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.

For more news from the NCTCOG Transportation Department, visit www.nctcog.org/trans/outreach/media.

###



North Central Texas
Council of Governments

PRESS RELEASE

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

Input Requested on Air Quality Initiatives, Work Program Modifications

North Texans can review, give input on recommendations online

April 13, 2016 (Arlington, Texas) – North Texans are encouraged to review and comment on a transportation control measure substitution and Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) modifications online at www.nctcog.org/input. These efforts are important to improving air quality and advancing transportation plans in the Dallas-Fort Worth area.

During development of Mobility 2040, the region's long-range transportation plan, NCTCOG staff identified an interim high-occupancy vehicle lane project needing to be replaced with express lanes to help manage congestion in the south Dallas corridor. This project is included in the State Implementation Plan as a transportation control measure, and staff is required to replace the interim HOV project with another project yielding the same air quality benefits. In coordination with the Environmental Protection Agency and Texas Commission on Environmental Quality, this substitution is expected to be completed by May 2016. Details of the substitution as well as the start of the 2016 ozone season are highlighted online.

Additionally, proposed modifications to the Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) are available for public review and comment. The UPWP for regional transportation planning provides a summary of the transportation and related air quality planning tasks conducted by the metropolitan planning organization.

Regional Transportation Input Opportunity Details

Information will be available online at www.nctcog.org/input for public review and comment April 11 - May 10, 2016. To request printed copies of the information, call (817) 608-2335 or email jstout@nctcog.org.

Submit comments and questions through one of the following methods:

E-mail: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: (817) 640-3028

Phone: (817) 695-9240

Mail: P.O. Box 5888, Arlington, Texas 76005

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.

#

DRAFT

**RESOLUTION APPROVING
SUBSTITUTION OF THE US 67/IH 35E HOV LANES AND ASSOCIATED EMISSIONS
BENEFITS WITH TRAFFIC SIGNAL PROGRESSION IMPROVEMENTS AND
ASSOCIATED EMISSIONS BENEFITS
(R16-03)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) 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 NCTCOG and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, since 1991, the region has been designated as nonattainment for the pollutant ozone and approximately half of ozone precursor oxides of nitrogen (NO_x) emissions come from on-road mobile sources; and,

WHEREAS, the US 67/IH 35E HOV lanes between IH 20 and IH 30 opened in 2000 and has been included as a Transportation Control Measure (TCM) in the federally required Attainment Demonstration State Implementation Plan (SIP) for their on-road mobile emissions reductions; and,

WHEREAS, the increase in population and vehicle miles traveled in Dallas County has resulted in increased congestion in the corridor necessitating replacement of the current HOV lanes with an express lane, as identified in Mobility 2040; and,

WHEREAS, the MPO and the Texas Commission on Environmental Quality concur if TCM emission benefits identified in the SIP are no longer appropriate, these agencies may initiate a TCM substitution process; and,

WHEREAS, the MPO has convened a substitution working group to identify and evaluate projects and associated emissions benefits from initiatives substituted into the SIP must be equal to or greater than those being replaced; and,

WHEREAS, the planning process used for the TCM substitution process was conducted in accordance with NCTCOG's approved Public Participation Plan. An overview of the TCM substitution initiative was recorded and published on the NCTCOG Transportation Public Input Opportunities webpage on April 11, 2016, allowing for a 30-day public comment period; and,

WHEREAS, the US 67/IH 35E HOV lanes between IH 20 and IH 30 used as a SIP TCM be replaced with traffic signal progression improvements received Surface Transportation Technical Committee endorsement for RTC approval on April 22, 2016.

DRAFT

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. In accordance with the Environmental Protection Agency, the RTC approves the Transportation Control Measure substitution of the US 67/IH 35E high occupancy vehicle lanes and associated emissions benefits with traffic signal progression improvements and their associated emissions benefits.

Section 2. In accordance with Clean Air Act Section 176(c)(8), the substitute TCM changes account for an equivalent or greater amount of emission reductions than the TCM to be replaced and is in the time frame established for the SIP.

Section 3. This resolution will be transmitted to the Substitution Working Group comprising of the Federal Highway Administration, the United States Environmental Protection Agency, the Texas Department of Transportation, and the Texas Commission on Environmental Quality.

Section 4. 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 May 12, 2016.

Rob Franke, P.E., Secretary
Regional Transportation Council
Mayor, City of Cedar Hill

TRANSPORTATION CONTROL MEASURE SUBSTITUTION

Regional Transportation Council

Chris Klaus, Senior Program Manager

May 12, 2016



US 67/IH 35E HOV LANES OVERVIEW



US 67/IH 35E HOV LANES HISTORY

HOV lanes operational in 2000

Quantifiable emissions benefits

Included as Transportation Control Measure (TCM):

1-Hour Ozone Attainment Demonstration State Implementation Plan Revision (EPA Approval 11/11/2005)

1997 8-Hour Ozone Attainment Demonstration State Implementation Plan Revision (EPA Conditional Approval 1/14/2009)

Mobility 2040 identifies replacement of the current HOV lanes with express lanes

US 67/IH 35E HOV LANES TCM SUBSTITUTION

Control measures specified in an implementation plan may be replaced

The substitute measures achieve equal or greater emissions reductions than the control measures to be replaced¹.

Substitute measures are from traffic signal prioritization improvements

City of Allen (6), City of Fairview (2), and City of Dallas (27)

Pollutant	Emissions Impact of Removing US67/IH35E HOV	Emissions Impact of Corridor Signalization Project
Oxides of Nitrogen	+0.04 tpd	-0.08 tpd
Volatile Organic Compounds	+0.02 tpd	-0.04 tpd

¹To complete this TCM substitution, the partner agencies (EPA, TCEQ, and NCTCOG) will have to follow guidance developed by EPA.

US 67/IH 35E HOV LANES SUBSTITUTION TIMELINE

AGENCY	ACTION	DATE
City of Allen/City of Fairview	Implement traffic signalization coordination by March 2015	Complete
Substitution Working Group (SWG)	Present project(s) to be used as the substitute TCM(s) to the SWG	Complete
NCTCOG	Calculate emissions reductions attributable to selected projects to be used for substitution	Complete
NCTCOG	Request concurrence on Pre-Analysis Plan via email from EPA and TCEQ	Complete
NCTCOG	NCTCOG Public Meetings Begin 30-Day Public Notice and Comment Period	Week of April 11, 2016
STTC	Action	April 22, 2016
NCTCOG	Comment period closes. Review and provide all comments and responses to the SWG	Early May 2016
SWG	Conference call for all SWG to concur on TCM Substitution	Early May 2016
RTC	Adopt a resolution approving TCM substitution	May 12, 2016
NCTCOG	Distribute adopted resolution to the Substitution Working Group	May 13, 2016
TCEQ and EPA	Send concurrence letters to the Substitution Working Group	Late May 2016
TCEQ	Documentation of approved substitution provided to EPA regional office (must occur within 90 days)	By Late August 2016
EPA	Region 6 office to publish a final action notice in the Federal Register	September 2016

US 67/IH 35E HOV LANES TCM SUBSTITUTION

Request for Action

Adopt Resolution R16-03 indicating concurrence on the TCM substitution of the US 67/IH35E HOV lanes with traffic signal prioritization improvements.

US 67/IH 35E HOV LANES QUESTIONS?

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



Public Transportation Service and Funding for Collin County

Regional Transportation Council

Sarah Chadderdon, AICP
May 12, 2016





Recent Updates: Timeline

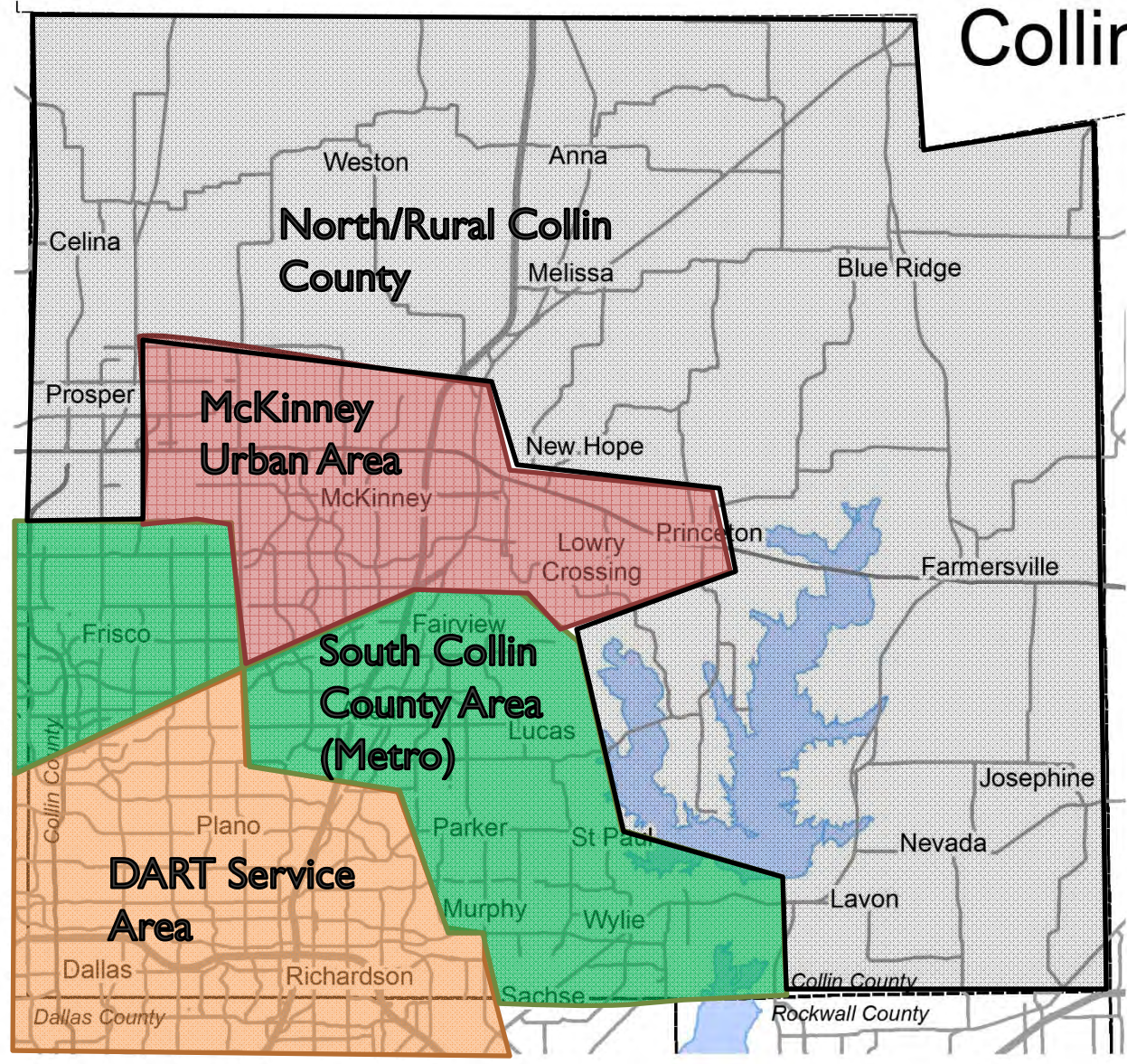
December 2015: Texoma Area Paratransit System (TAPS) cancels all services in Collin County indefinitely; RTC approves up to \$675k for interim (90-day) transit service for seniors and people with disabilities

February 2016: 90-day limited service begins in Allen, Fairview, and Wylie; limited service continues in Frisco

March 2016: RTC approves NCTCOG as an interim option to serve as the Direct Recipient for funding in the McKinney Urbanized Area to ensure funding isn't lost from the region

April 2016: DART and Toyota announce a \$1M charitable donation in support of public transportation to address gaps in service in Collin County; NCTCOG staff sends letter to McKinney to determine Direct Recipient preference

Collin County



90-Day Transit Service Status (through May 2016)

Location	Entity Deciding on Service	Funding Entity	Status
South Collin County Area (Metro)	Cities	RTC and cities	\$415k spent of \$500k approved by RTC; Limited service operated by DART and DCTA
McKinney Urban Area	McKinney and other cities	FTA/Direct Recipient and cities	\$0 spent of \$100k approved by RTC
North/Rural Collin County	Collin County Commissioners Court	TxDOT	\$0 spent of \$45k loan approved by RTC

* For Wise County, \$0 spent of \$30k loan approved by RTC



Next Steps

South Collin County Area

Keep transit service running

DART has requested additional federal funding from RTC to leverage Toyota's donation through September 2017

Coordinate with cities and plan for longer-term service

McKinney Urban Area

Work with McKinney to finalize Direct Recipient status

Start service

Coordinate with cities and plan for longer-term service

North/Rural Collin County

Work with Collin County Commissioners Court to finalize Rural Transit District designation

Start service

Plan for longer-term service

Requested Funding

Expense Item	Federal Funding Requested by DART	Existing Federal Funding Available	Geography	Source
Operating (e.g. fuel and salaries)	\$650k to \$850k	\$650k	South Collin County; McKinney Area; Rural Collin County	FTA New Freedom funding for people with disabilities and seniors
Capital (e.g. vehicles, maintenance, IT, planning)	\$3.22M	\$3.22M	South Collin County	CMAQ funding available to support service outside transit authority service areas

\$3.87M

Leverage Maximum Funding

	\$1M	Local Funds	DART/Toyota
	\$0.5M to \$1M	Local Funds	Cities/County
+	\$3.87M	Federal Funds	RTC

\$5M+ leveraged to provide service



Requested Action

Approve use of available funding to support transit service in Collin County to fully leverage local funds

Direct staff to administratively amend the Transportation Improvement Program (TIP)/ Statewide TIP and other planning/administrative documents to reflect approved funding



Contact

Sarah Chadderdon
Principal Transportation Planner
(817) 695-9180
schadderdon@nctcog.org

Jamie Patel
Principal Transportation Planner
(817) 608-2377
jpatel@nctcog.org

PROPOSED \$80 MILLION TEX Rail LOAN

REGIONAL TRANSPORTATION COUNCIL

May 12, 2016

BACKGROUND

In September 2015, the FWTA filed a Full Funding Grant Agreement (FFGA) request with the Federal Transit Administration (FTA).

The approval process was estimated to take 4-5 months.

FFGA approval is expected in the Fall of 2016.

In order to meet the construction schedule, FWTA must start construction in July 2016.

BACKGROUND cont'd.

FWTA has funds on hand to cash flow the project until January 2017, including:

- Sales tax receipts (traditional and Grapevine 3/8th cent)
- \$20 million Tarrant County commitment
- Surface Transportation Program–Metropolitan Mobility
- Congestion Mitigation Air Quality Improvement Program
- Regional Toll Revenue

FWTA is seeking a loan from the RTC to cash flow construction expenses until April 2017, as FWTA anticipates having access to the funding from the FFGA by that time.

CONTEXT

RTC has loaned or backstopped funding to multiple roadway projects, including:

- LBJ Express (repaid)
- SH 360 Backstop
- President George Bush Turnpike Eastern Extension

This loan is short-term, for cash flow purposes.

It is a low risk loan.

LOAN TERMS

RTC would program \$80M in RTR funds to the FWTA to be available as cash flow for the TEX Rail project.

Receipt of RTR funds would be contingent on FWTA and TxDOT executing a standard “off-system RTR” agreement.

FWTA would repay the RTC by April 15, 2017, or 60 days after execution of FFGA, whichever is sooner.

If no FFGA is executed, FWTA is still obligated to repay the loan.

FWTA must obtain confirmation from FTA to provide RTC assurances that FWTA could be reimbursed for expenses, prior to execution of FFGA.

LOAN TERMS cont'd.

FWTA agrees to brief RTC staff on a monthly basis as to the status of the FFGA and any changes to the cash flow situation.

If for any reason prior to the transfer of funds, FTA communicates its intent not to execute the FFGA, the RTC's approval for the loan would be rescinded.

FWTA would pay interest of 1% + the current interest rate earned by funds in the RTR subaccount. Interest would accrue from actual receipt of funds to date of repayment.

LOAN TERMS cont'd.

This loan is subject to approval by the FWTA Board of Directors.

A Loan Agreement would need to be executed between FWTA and RTC/NCTCOG reflecting these terms.

Consistent with the RTC policy to minimize RTR financial risk at the State level, attempts will be made to return the repaid funds within the region.

TIMELINE

ACTION	DATE
Request RTC approval	May 2016
Include loan funds in the 2017-2020 Transportation Improvement Program (TIP)	May 2016
Submit TIP to TxDOT	June 2016
Request Texas Transportation Commission approval of the RTR funds	September 2016
Anticipate approval of TIP by US Department of Transportation	October 2016
FWTA executes agreement with NCTCOG and TxDOT for receipt of RTR funds	November 2016
TxDOT sends RTR funds to the FWTA	Within 30 days of agreement execution

ACTION REQUESTED

Approve \$80 million loan to FWTA to help cash flow TEX Rail construction in advance of final FTA approval of Full Funding Grant Agreement as noted in preceding slides.

Direct staff to administratively amend the 2017-2020 TIP and other planning/administrative documents to incorporate this loan.

MPO Title VI Nondiscrimination Program Update

Regional Transportation Council

May 12, 2016

Ken Kirkpatrick

Nondiscrimination Authorities

Title VI: Prohibits discrimination based on race, color, national origin, religion, sex, age, or disability (Civil Rights Act of 1964)

Environmental Justice: Ensures low-income and minority groups are considered in the planning process (Executive Order 12898, February 1994)

Ongoing Nondiscrimination Efforts

Metropolitan Transportation Plan Environmental
Justice Analysis

Public Involvement

Call for Projects

Disadvantaged Business Enterprise Program

Title VI Coordinator/Staff Training

Compliance Reviews/Audits

Monitor Federal/State Legislation and Regulations

NCTCOG Title VI Program Elements

General Requirements

Title VI Notice to the Public

Title VI Complaint Procedures and Form

List of Title VI Investigations, Complaints, and Lawsuits

Public Participation Plan

Language Assistance Plan

Membership of Non-elected Committees and Councils

Monitoring Title VI Compliance of Subrecipients

Policy Board Resolution Approving Program

NCTCOG Title VI Program Elements

MPO Requirements

Demographic Profile

How Mobility Needs of Minority Populations are Considered in the Planning Process

Impacts of State and Federal Funds Spent on Public Transportation

Analysis of any Disparate Impacts of MPO Plans and Policies

FTA Title VI Program Requirements

Documents How an FTA Recipient is Complying with Title VI Requirements to Prohibit Discrimination Based on Race, Color, or National Origin

Required for Direct and Primary Recipients of FTA Funding

Updated Every Three Years

2016 Title VI Program Updates

Title VI Assurances
Public Participation Plan
Language Assistance Plan
RTC and Executive Board Bylaws
Subrecipient Information
Demographic Profile
Mobility Plan References

Schedule

The background of the slide features a close-up, grayscale image of several interlocking gears. The text 'CTCOG.ORG' is faintly visible on the teeth of the gears, repeated across the image.

May 12: Request for RTC Approval

May 26: Request for Executive Board Approval

June 1: Submission to FTA

Contacts

Ken Kirkpatrick

Counsel for Transportation

kkirkpatrick@nctcog.org

(817) 695-9278

Kendall Wendling, AICP

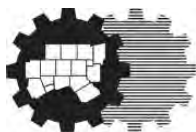
Senior Transportation Planner

kwendling@nctcog.org

(817) 704-2544

www.nctcog.org/ej

**North Central Texas Council of Governments Title VI Program
May 2016 Update**



**North Central Texas
Council of Governments**

Introduction

Regional transportation planning in North Central Texas is conducted by the federally designated Metropolitan Planning Organization (MPO), comprised of the North Central Texas Council of Governments (NCTCOG) Transportation Department, NCTCOG's Executive Board, the Regional Transportation Council, and several technical committees. The MPO works with state and local governments, the private sector, and the region's citizens to plan coordinated transportation systems designed to move goods and people affordably, efficiently, and safely. Areas served include the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney urbanized areas and surroundings. Major products produced by the MPO include a long-range Metropolitan Transportation Plan, a shorter-term Transportation Improvement Program, a Congestion Management Process, and a Unified Planning Work Program.

As an MPO, NCTCOG must consider Title VI in all phases of planning. Title VI applies equally to all the plans, programs, and activities of transportation planning undertaken by the MPO. MPOs can help local public officials, who represent the broader public, understand how Title VI and environmental justice requirements improve planning and decision making. To certify compliance with Title VI and address environmental justice, NCTCOG strives to:

- Enhance analytical capabilities to ensure that the long-range transportation plan and the Transportation Improvement Program comply with Title VI.
- Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Evaluate and, where necessary, improve public involvement processes to eliminate participation barriers, and engage minority and low-income populations in transportation decision making.

Following are descriptions of how NCTCOG, in its capacity as the MPO, is implementing Title VI to ensure that no one is discriminated against on the basis of race, color, or national origin.

General Requirements

Title VI Notice to the Public

NCTCOG has developed a Title VI Notice to the Public that informs the public of their rights under Title VI and includes instructions on how to file a complaint of discrimination. The notice is posted in the NCTCOG lobby and in English and Spanish on the NCTCOG Website. The notice is included as *Attachment 1*. NCTCOG has also developed a Title VI Policy Statement and Assurances which are included as *Attachment 2*.

Title VI Complaint Procedures

The Title VI Complaint Procedures are disseminated internally amongst staff at Environmental Justice Liaison meetings, trainings, and through the department Intranet. An external version of the complaint procedures are posted on the Transportation Department Website, at public meetings, and referenced in documentation produced by the department. A copy of NCTCOG's discrimination complaint form and procedures are included as *Attachment 3*. The external complaint procedures and form are also translated into Spanish and are posted on the Transportation Department Website.

Title VI Complaint Form

The Title VI Complaint Form is included with the Complaint Procedures in *Attachment 3*.

List of Transit-Related Title VI Investigations, Complaints, and Lawsuits

Since the submission of the last Title VI Program to the Federal Transit Administration (FTA), there have been no Title VI investigations, complaints, or lawsuits received by the NCTCOG Transportation Department or the NCTCOG Agency related to transit.

Public Participation Plan and a Summary of Outreach Efforts made since the Last Title VI Program Submission

Informing and involving residents in the transportation planning process is a continuous effort. The Public Participation Plan, included as *Attachment 4*, provides for an open exchange of information and ideas between the public and transportation decision makers. The Public Participation Plan incorporates several key elements to ensure the process is effective and proactive:

- Clearly defined purpose and objectives for initiating a public dialogue on transportation plans, programs, projects, policies, and partnerships.
- Identification of specifically who the affected public and other stakeholder groups are with

respect to the plans, programs, projects, policies, and partnerships under development.

- Identification of techniques for engaging the public in the process.
- Notification procedures which effectively target affected groups.
- Education and assistance techniques which result in an accurate and full public understanding of the transportation problem, potential solutions, and obstacles and opportunities within various solutions to the problem.
- Follow through by public agencies demonstrating that decision makers seriously considered public input.

Evaluation of the public involvement process is ongoing, and the Public Participation Plan is regularly reviewed. The Public Participation Plan was updated in 2015 following a 45-day public comment period. The plan exceeds federal public involvement requirements and includes several implementation strategies to ensure all residents have access to information and opportunities to be involved in the transportation planning process.

Language Assistance Plan

In February 2014, NCTCOG updated the Language Assistance Plan which was adopted as part of the Public Participation Plan in 2015. The Language Assistance Plan is included as Appendix B (pages 33 through 40) in the Public Participation Plan (*Attachment 4*). The Language Assistance Plan uses the Four Factor Analysis to identify Limited English Proficient (LEP) persons that need language assistance, outlines how language assistance is available, and describes how staff considers the needs of LEP persons.

In accordance with the Safe Harbor Provision, NCTCOG has analyzed which language groups exceed the 1,000 persons or five percent threshold. These language groups are listed in *Attachment 5*. Since there are 24 languages that meet the Safe Harbor threshold, it is not feasible to translate vital documents into all of these languages. Therefore, NCTCOG focuses translation efforts on Spanish which is the largest language group in the region other than English. Since the submission of the last Title VI Program to FTA, NCTCOG has also added Google Translate capabilities to the Transportation Department Webpages.

Transportation Department public meeting notices include a disclaimer in Spanish indicating that translation services are available if a request is made at least 72 hours before the meeting.

Membership of Non-Elected Committees and Councils

NCTCOG is governed by an Executive Board, which makes fiduciary decisions related to transit funding. Membership on the Executive Board is limited to elected officials selected by the area local governments. As the MPO, NCTCOG serves as staff to the Regional Transportation Council (RTC) which is the MPO policy board. Membership on the RTC is limited to local elected officials, officials from modal operators, and appropriate state officials as required by 23 U.S.C. § 134(d). RTC members are selected by area local governments and transportation agencies, not NCTCOG. The RTC has created the Surface Transportation Technical Committee (STTC) which

advises on transit-related matters. This technical committee is comprised of local government staff selected by their respective governments or agencies. NCTCOG does not select the membership of the NCTCOG Executive Board, RTC, or STTC. Therefore, NCTCOG does not track the racial or ethnic composition of these committees. The RTC bylaws do include a statement that the officer nominating committee, comprised of RTC members, “shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in making its recommendations.” The bylaws for the Executive Board and the RTC are included as *Attachments 6 and 7*.

How Agency Monitors its Subrecipients for Compliance with Title VI, and a Schedule of Subrecipient Title VI Programs Submissions

A Title VI program is one of many policies and procedures that NCTCOG’s subrecipients must provide in writing to illustrate compliance with applicable federal requirements. NCTCOG staff periodically reviews the Title VI programs of its subrecipients and works cooperatively to update the programs. Updates or other modifications may be necessary for several reasons, including new implementation requirements issued by the FTA. Training, workshops, and other technical assistance have been, and will continue to be, provided by NCTCOG staff to subrecipients. Additionally, NCTCOG staff may conduct on-site visits of subrecipients as needed or subsequent to the filing of a Title VI complaint. In the event of a subrecipient’s noncompliance, NCTCOG may impose sanctions such as the withholding of payments and/or the cancellation, termination, or suspension of a project agreement.

Subrecipients must submit a Title VI program to NCTCOG subsequent to the execution of an agreement. Following submission of the initial Title VI program, subrecipients are required to resubmit their Title VI program when their plans have been updated, or when new or different federal guidance requires a change. If NCTCOG staff identifies that modifications are needed, subrecipients must provide the most updated version of the Title VI program within 30 days of finalizing an update. The schedule below identifies the most recent updates to Title VI programs by NCTCOG’s subrecipients:

Subrecipient	Last Updated
City/County Transportation (City of Cleburne)	June 4, 2014
Public Transit Services	May 15, 2014
Special Programs for Aging Needs	April 23, 2014
STAR Transit	May 12, 2015
CTS	February 20, 2014

In addition to providing updated plans, subrecipients are required to submit complaints within five days of receipt of the complaint. Subrecipients are also required to post Title VI notices in public areas and vehicles in a manner that is visible to those receiving service. Should the subrecipient consider and/or implement fare or service changes, they must notify NCTCOG in a timely manner prior to implementing a change. NCTCOG regularly reviews subrecipients for compliance with LEP and environmental justice while conducting on-site compliance assessments.

Board Meeting Resolutions of Approved Title VI Program

The Title VI Program was approved by the Regional Transportation Council on May 12, 2016 and by the NCTCOG Executive Board on May 26, 2016. The resolutions approving the program are included as *Attachment 8*.

MPO Requirements

Demographic Profile of Metropolitan Area

The Metropolitan Planning Area for NCTCOG is a 12-county region composed of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties. Over the past several decades, the North Central Texas region has grown rapidly and has become increasingly diverse. The table below depicts growth in total population, low-income individuals, minority groups, and LEP individuals from 2000 to 2013. *Attachment 9* is a series of maps that depict the location of low-income, minority, and LEP populations in 2013.

	2000	Percent of Total Population	2010	Percent of Total Population	2013	Percent of Total Population
Total Population	5,197,317		6,198,833		6,567,296	
Low-Income Population	549,051	10.7%	817,184	13.4%	949,656	14.7%
Aggregate Minority Population*	2,121,346	40.8%	2,988,753	48.2%	3,289,292	50.1%
African American**	740,570	14.3%	910,633	14.7%	1,044,102	15.9%
American Indian/Alaska Native**	56,865	1.1%	31,026	0.5%	88,559	1.4%
Asian**	219,142	4.2%	319,721	5.2%	407,897	6.2%
Hawaiian/Pacific Islander**	8,253	0.2%	6,363	0.1%	12,748	0.2%
Hispanic	1,120,527	21.6%	1,643,252	26.5%	1,811,883	27.6%
Limited English Proficiency (LEP) Population	592,713	12.4%	765,371	13.43%	804,499	13.25%
Spanish	486,521	10.2%	624,880	11.0%	644,483	10.6%
Asian Languages	67,036	1.4%	89,868	1.6%	99,898	1.7%
Indo-European Languages	29,705	0.6%	35,731	0.6%	42,650	0.7%
Other Languages	9,451	0.2%	14,892	0.3%	17,468	0.3%

Source: 2000 U.S. Census, 2006-2010 5-Year American Community Survey Estimates and 2009-2013 5-Year American Community Survey Estimates.

*The aggregate minority population includes all Non-White individuals who identified their race as African American, American Indian/Alaska Native, Asian, Hawaiian/Pacific Islander, or Some Other Race, or who identified their ethnicity as Hispanic.

**These groups include individuals who identified as a particular race or a particular race and Hispanic ethnic group.

How Mobility Needs of Minority Populations are Identified and Considered within the Planning Process

NCTCOG regularly collects and analyzes demographic information to help plan for a more accessible regional transportation system. In accordance with federal legislation, NCTCOG analyzes environmental justice populations, which are defined as low-income and minority groups. The Environmental Justice Index (EJI) was developed to map concentrations of low-income and minority groups in the region. The 2013 EJI is included as *Attachment 10*. The EJI tool is used by department staff members as a preliminary screening tool to identify areas that should be analyzed further for environmental justice considerations. The EJI is distributed to local governments by request. An EJI User's Guide has been created to explain the development and ensure correct usage. The 2013 EJI User's Guide is included as *Attachment 11*. The EJI is updated as new Census data is released. Staff also analyzes demographic trends in other potentially transportation-disadvantaged groups, such as LEP individuals, zero-car households, elderly populations, disabled populations, and female head of household populations.

Demographic Maps that Show the Impacts of the Distribution of State and Federal Funds in the Aggregate for Public Transportation Projects

NCTCOG tracks regional transportation projects through the Transportation Improvement Program (TIP). The TIP is a staged, multiyear program of projects approved for funding by federal, state, and local sources within the Dallas-Fort Worth area. In order to analyze the impact of the distribution of federal and state funds on public transportation projects, NCTCOG summarized the amount spent per county on public transportation projects in the past three fiscal years (FY2014, 2015, and 2016) and compared these totals to county minority data. Some funds spent on public transportation in the region do not have a spatial reference and the spatial information NCTCOG does have may not be reflective of the total amount of federal and state funds spent on public transportation. Therefore, in lieu of a map, *Attachment 12* includes charts depicting the percentage of federal and state funds spent in each county compared to the percentage of minority individuals, and a chart depicting the total amount of programmed public transportation federal funds. The majority of the programmed federal and state public transportation funds in the past three years were for projects located in Dallas County, where about 50 percent of the regional minority population is located. Overall, the federal and state funds spent on public transportation in the past three years have been located in counties with higher proportions of minority individuals. This indicates that accessibility to public transportation for minority groups is increasing.

Analysis of the MPO's Transportation System Investments that Identifies and Addresses any Disparate Impacts

As part of NCTCOG's commitment to provide a transportation system that is beneficial to all populations of the region, a Regional Environmental Justice Analysis is performed to assess the impacts of the roadway and transit recommendations in the Metropolitan Transportation Plan. The analysis includes performance measures related to accessibility and mobility which are calculated

to determine if there are any disproportionately high or adverse impacts of the recommendations on protected (environmental justice groups) compared to non-protected populations. Specific to transit, the number of jobs accessible by automobile and transit is calculated for both protected and non-protected populations over the multiple network scenarios. The Regional Environmental Justice Analysis has not resulted in any disparate impacts to date, but if there are disparate impacts in the future, the roadway and transit recommendations would be reviewed and potentially changed. The Social Considerations Chapter and Appendix of Mobility 2040 – the most recently adopted Metropolitan Transportation Plan – are included as *Attachments 13 and 14*.

Subrecipient Program Administration

NCTCOG passes FTA financial assistance through to subrecipients in a nondiscriminatory manner using the following types of allocation processes:

Formula-based Allocation: NCTCOG suballocates certain FTA program funds between the Eastern and Western portions of the Dallas-Fort Worth Metropolitan Area based on the same formula used by FTA to apportion the funds. This funding split is determined on an annual basis when FTA apportionments are made available. After the suballocation of funds, small public transportation providers submit a request for funding based on need. The remaining program funds, not requested by the small providers, are then allocated to the metropolitan transit authorities.

Set Aside: Funds are available via an allocation process and a competitive award process for Job Access/Reverse Commute (JA/RC) projects and Enhanced Mobility projects. For the Urbanized Area Formula Program, two percent of the funds available annually are set aside to be awarded competitively for JA/RC projects. For the Enhanced Mobility Program, funds are first awarded to public transit providers to ensure they can continue to provide existing levels of service, while the remaining funds are then available to be awarded competitively. Prior to the opening of a call for projects, the general public and interested parties are notified of the availability of funding, the application process, evaluation criteria, and project award processes. All eligible agencies are encouraged to submit projects.

To provide assistance to potential subrecipients, including entities that would serve predominantly minority populations, in a nondiscriminatory manner, NCTCOG does the following:

- Post information regarding Title VI policies and complaint procedures on NCTCOG's Website and on various bulletin boards in NCTCOG's offices.
- Provide periodic Title VI training to subrecipients through meetings and workshops hosted by NCTCOG.
- Provide technical assistance, including demographic data, to help subrecipients develop Title VI programs and conduct equity analyses.
- Reply to questions about potential projects to be submitted through a competitive call for projects in a manner that does not give any potential subrecipient an "edge" over any other applicant.

List of Attachments

Attachment 1: Title VI Notice to the Public

Attachment 2: NCTCOG Title VI Policy Statement and Assurances

Attachment 3: Title VI Discrimination Complaint Procedures and Form

Attachment 4: NCTCOG Public Participation Plan and Language Assistance Plan

Attachment 5: Safe Harbor Analysis

Attachment 6: NCTCOG Executive Board Bylaws

Attachment 7: Regional Transportation Council Bylaws

Attachment 8: Title VI Program Approval Resolutions

Attachment 9: 2013 Demographic Profile

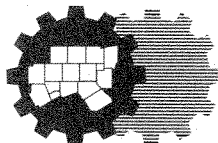
Attachment 10: 2013 Environmental Justice Index

Attachment 11: 2013 Environmental Justice Index User's Guide

Attachment 12: Impacts of Public Transit Projects on Minority Populations

Attachment 13: Mobility 2040 Social Considerations Chapter

Attachment 14: Mobility 2040 Social Considerations Appendix



North Central Texas Council Of Governments

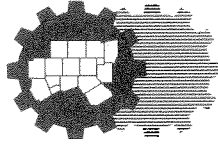
Title VI Notice to the Public

The North Central Texas Council of Governments (NCTCOG), as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, 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.

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.

For more information on NCTCOG's nondiscrimination program, and the procedures to file a complaint, please visit www.nctcog.org/trans/ej/index.asp.

Para obtener más información, llame al (817) 608-2335.



North Central Texas Council Of Governments

Title VI Policy Statement:

The North Central Texas Council of Governments (NCTCOG), as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, 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.

R. Mike Eastland, Executive Director

Updated: May 27, 2016

The United States Department of Transportation (USDOT)

Standard Title VI/Nondiscrimination Assurances

DOT Order No. 1050.2A

The **North Central Texas Council of Governments** (herein referred to as the “Recipient”), HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through the **Federal Highway Administration**, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled *Nondiscrimination In Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of The Civil Rights Act of 1964*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure 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 otherwise subjected to discrimination under any program or activity,” for which the Recipient receives Federal financial assistance from DOT, including the **Federal Highway Administration**.”*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Nondiscrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally-assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally-assisted **Department of Transportation** programs:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests for Proposals for work, or material subject to the Acts and the Regulations made in connection with all **Department of Transportation programs** and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

*“The (**Title of Recipient**), in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”*

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. The Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, subrecipients, subgrantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the **North Central Texas Council of Governments** also agrees to comply (and require any subrecipients, subgrantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **Department of Transportation** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **Department of Transportation**. You must keep records, reports, and submit the material for review upon request to USDOT, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The **North Central Texas Council of Governments** gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under **all Department of Transportation programs**. This ASSURANCE is binding on **Texas**, other recipients, subrecipients, subgrantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in **all Department of Transportation programs**. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

R. Mike Eastland, Executive Director
North Central Texas Council of Governments

Date

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, **the Federal Highway Administration**, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Nondiscrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the **Federal Highway Administration** to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the **Federal Highway Administration**, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Nondiscrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the **Federal Highway Administration** may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the **Federal Highway Administration** may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the ***(Title of Recipient)*** will accept title to the lands and maintain the project constructed thereon in accordance with **all applicable federal statutes**, the Regulations for the Administration of **all Department of Transportation programs**, and the policies and procedures prescribed by the **Federal Highway Administration** of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the ***(Title of Recipient)*** all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto the ***(Title of Recipient)*** and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the ***(Title of Recipient)***, its successors and assigns.

The ***(Title of Recipient)***, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the ***(Title of Recipient)*** will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended[, and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the (**Title of Recipient**) pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add “as a covenant running with the land”] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Nondiscrimination covenants, the (**Title of Recipient**) will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Nondiscrimination covenants, the (**Title of Recipient**) will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the (**Title of Recipient**) and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX D

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by the (**Title of Recipient**) pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Nondiscrimination covenants, the (**Title of Recipient**) will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Nondiscrimination covenants, the (**Title of Recipient**) will there upon revert to and vest in and become the absolute property of the (**Title of Recipient**) and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

Pertinent Nondiscrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 U.S.C. § 4 71, Section 4 7123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, subrecipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U .S.C. 1681 et seq).



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:

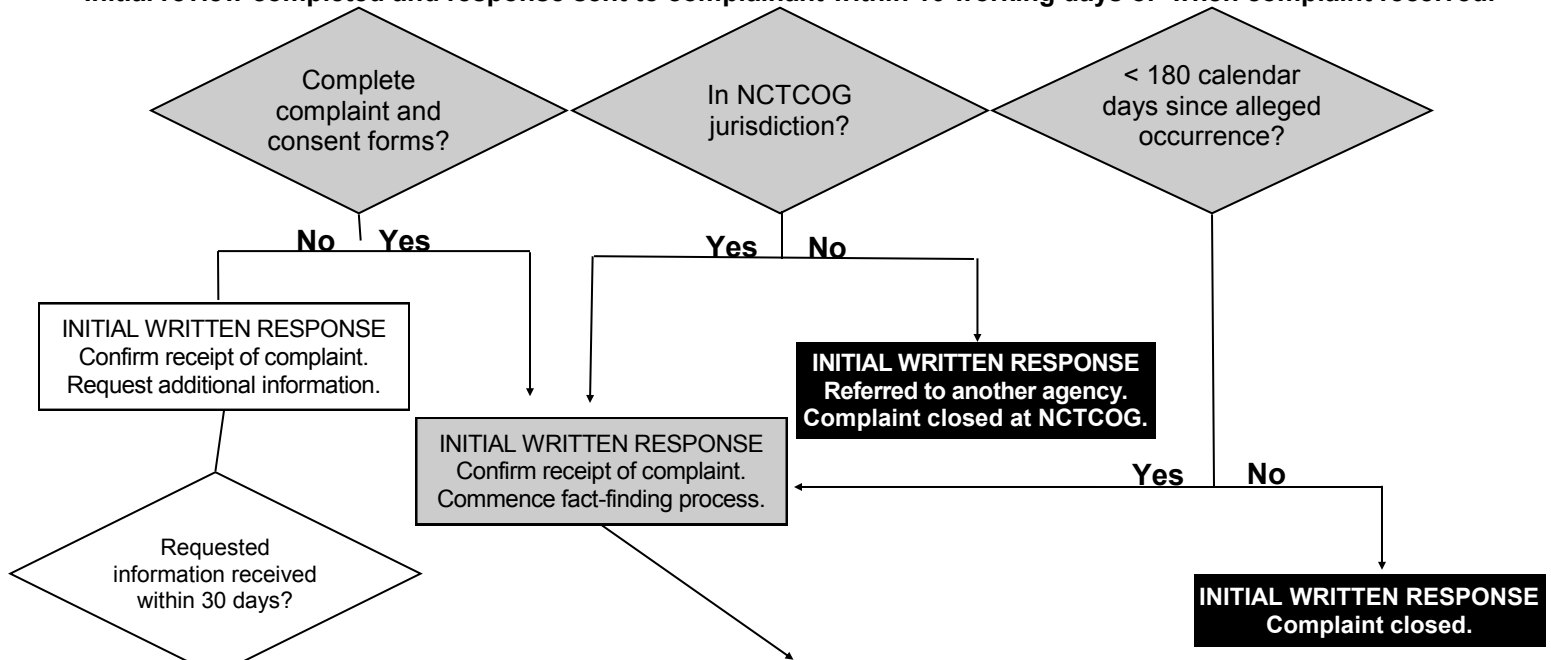
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of 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.

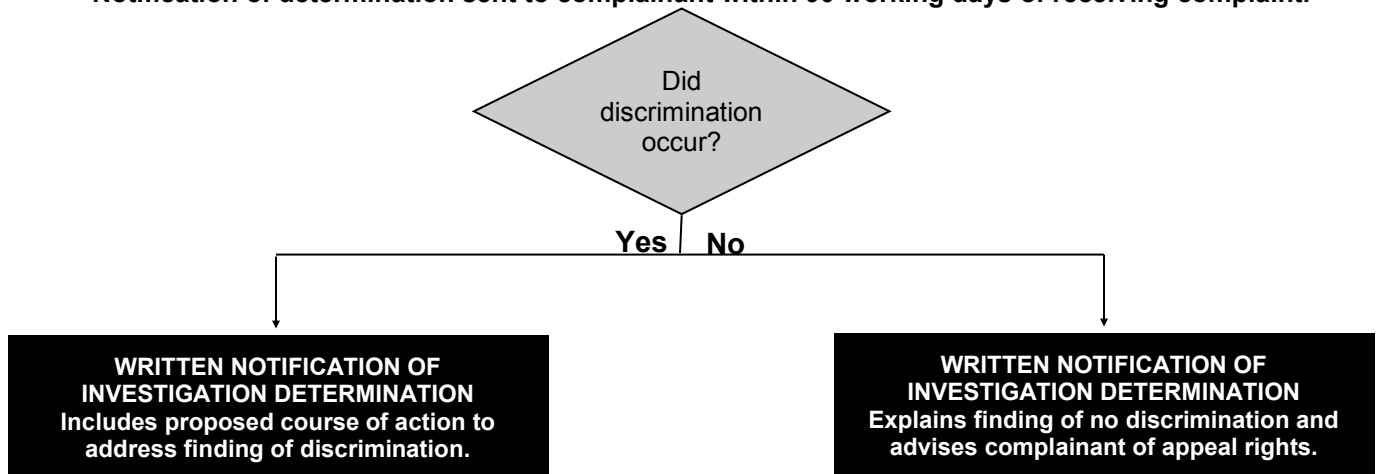


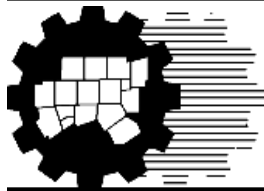
INVESTIGATION / FACT FINDING

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.

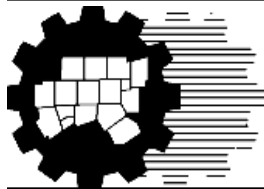
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar 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@nctcog.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: | |

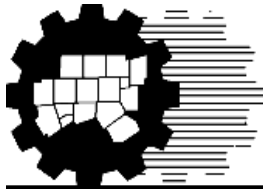
6 Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.

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.



North Central Texas Council of Governments Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin.

First Name MI Last Name

Street Address City State Zip Code

As a complainant, I understand that in the course of an investigation it may become necessary for the North Central Texas Council of Governments to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of the North Central Texas Council of Governments to honor requests under the Freedom of Information Act. I understand that as a complainant I am protected from retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statues and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

Please Check one:

- I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.
- I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

Signature

Date

Engaging Diverse Audiences in Planning for Transportation and Improving Air Quality

Public Participation Plan

February 2015

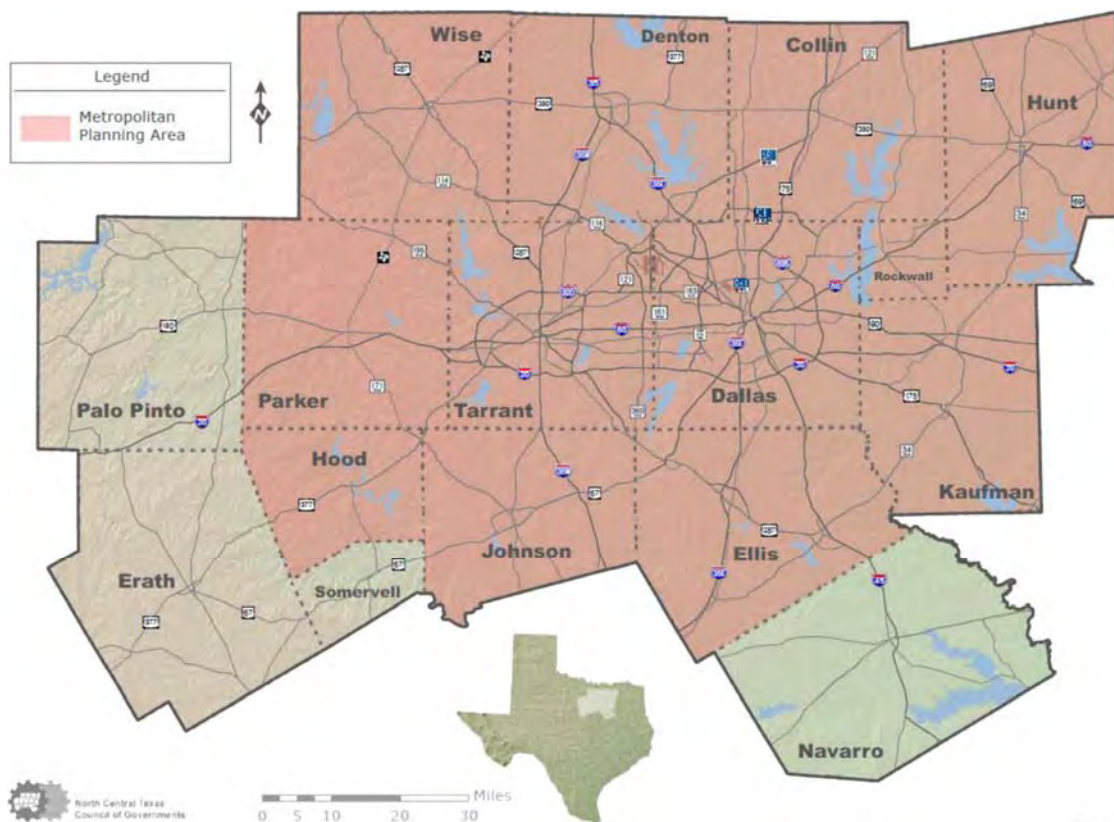


Metropolitan Planning Organization for the Dallas-Fort Worth Area

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.

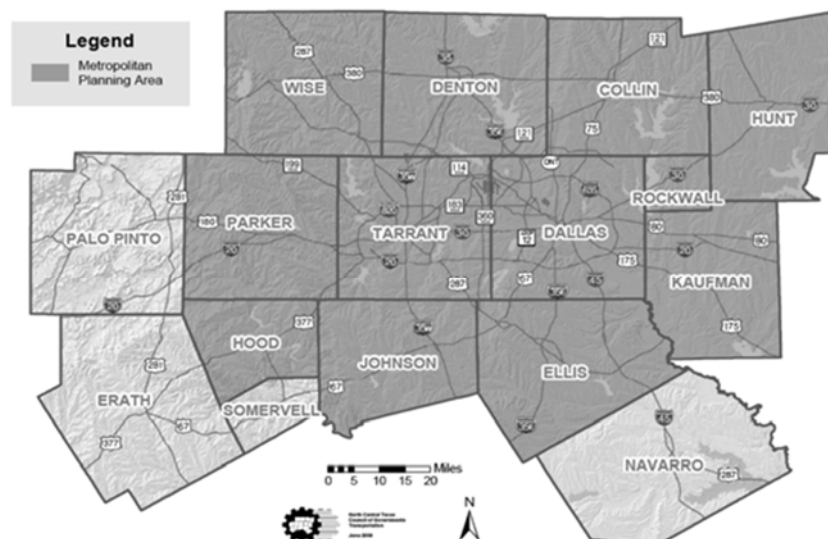
Identification of LEP Populations and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs

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 Basic Literacy Skills 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:

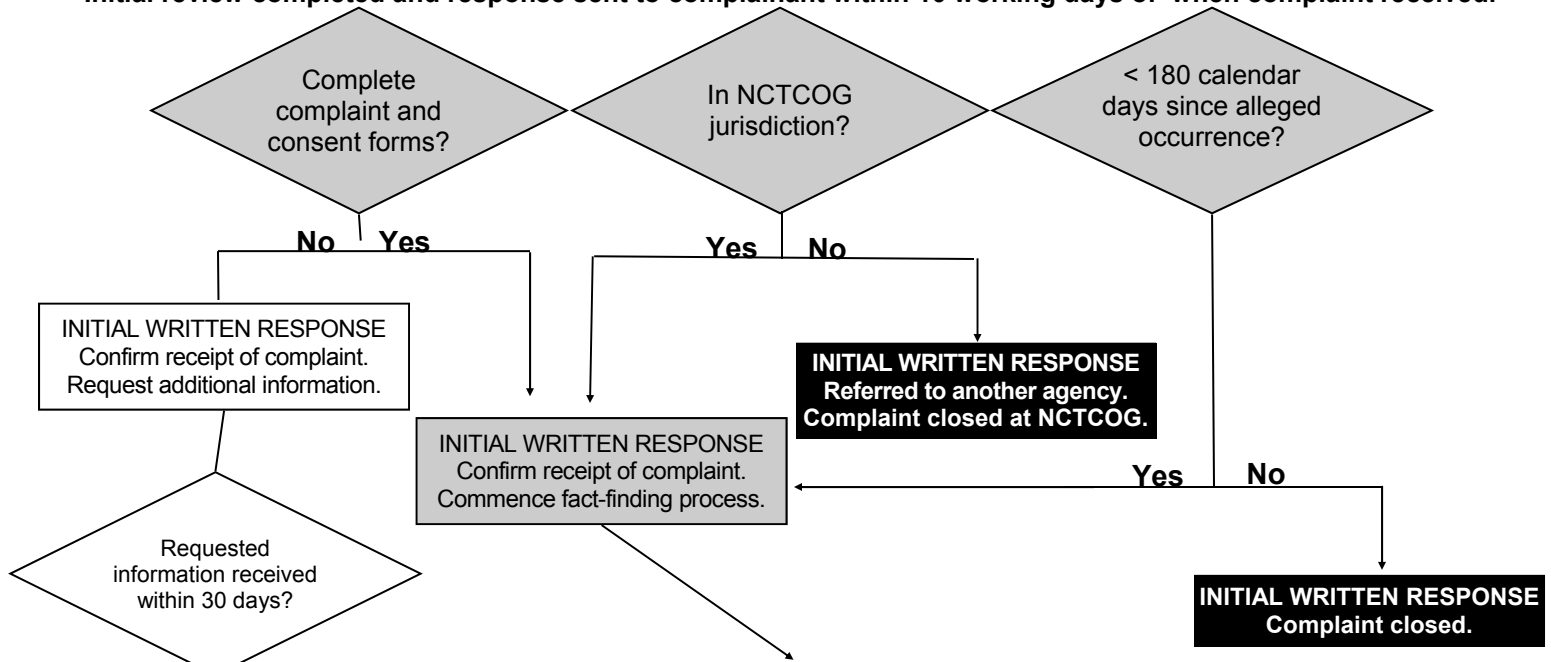
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of 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.

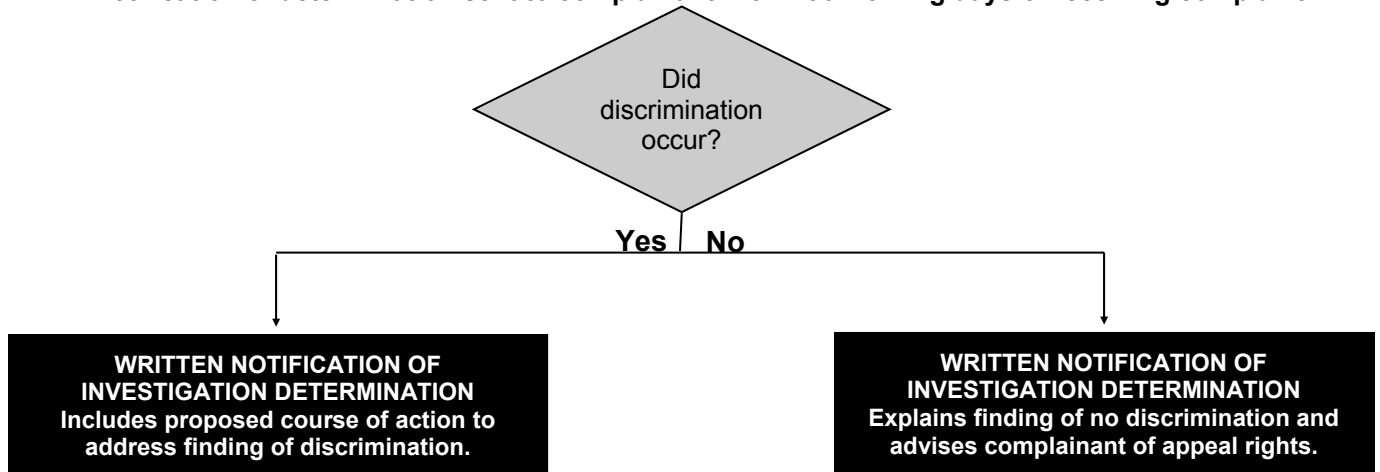


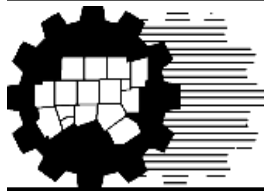
INVESTIGATION / FACT FINDING

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.

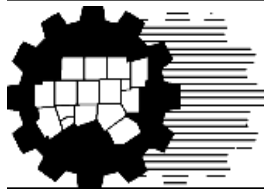
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar 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: | |

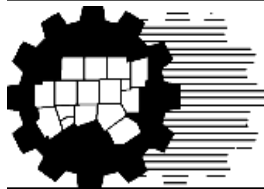
6 Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.

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.



North Central Texas Council of Governments Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin.

First Name _____ MI _____ Last Name _____

Street Address _____ City _____ State _____ Zip Code _____

As a complainant, I understand that in the course of an investigation it may become necessary for the North Central Texas Council of Governments to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of the North Central Texas Council of Governments to honor requests under the Freedom of Information Act. I understand that as a complainant I am protected from retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statutes and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

Please Check one:

- I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.
- I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

Signature

Date

	Region Aggregate (Population Over 5)	Percentage of total Population Over 5
Total Population	6,069,583	
Spanish: Speak English less than "very well"	644,483	10.61824%
Vietnamese: Speak English less than "very well"	39,230	0.64634%
Chinese: Speak English less than "very well"	20,984	0.34572%
Korean: Speak English less than "very well"	14,821	0.24418%
Other Asian languages: Speak English less than "very well"	10,271	0.16922%
African languages: Speak English less than "very well"	9,730	0.16031%
Other Indic Languages: Speak English less than "very well"	8,696	0.14327%
Arabic: Speak English less than "very well"	6,765	0.11146%
Urdu: Speak English less than "very well"	4,613	0.07600%
Hindi: Speak English less than "very well"	4,321	0.07119%
Persian: Speak English less than "very well"	4,321	0.07119%
French: Speak English less than "very well"	4,145	0.06829%
Tagalog: Speak English less than "very well"	3,861	0.06361%
Gujarati: Speak English less than "very well"	3,385	0.05577%
Laotian: Speak English less than "very well"	3,361	0.05537%
Russian: Speak English less than "very well"	2,728	0.04495%
Other Indo-European languages: Speak English less than "very well"	2,219	0.03656%
Mon-Khmer, Cambodian: Speak English less than "very well"	2,081	0.03429%
Japanese: Speak English less than "very well"	2,021	0.03330%
German: Speak English less than "very well"	1,801	0.02967%
Portuguese or Portuguese Creole: Speak English less than "very well"	1,771	0.02918%
Thai: Speak English less than "very well"	1,633	0.02690%
Serbio-Croatian: Speak English less than "very well"	1,546	0.02547%
Other Pacific Island languages: Speak English less than "very well"	1,411	0.02325%
Other Slavic languages: Speak English less than "very well"	695	0.01145%
Polish: Speak English less than "very well"	664	0.01094%
Italian: Speak English less than "very well"	649	0.01069%
Hebrew: Speak English less than "very well"	395	0.00651%
French Creole: Speak English less than "very well"	329	0.00542%
Greek: Speak English less than "very well"	246	0.00405%
Hungarian: Speak English less than "very well"	244	0.00402%
Armenian: Speak English less than "very well"	233	0.00384%
Hmong: Speak English less than "very well"	224	0.00369%
Other and unspecified languages: Speak English less than "very well"	181	0.00298%
Scandinavian languages: Speak English less than "very well"	147	0.00242%
Other West Germanic Languages: Speak English less than "very well"	141	0.00232%
Other Native North American languages: Speak English less than "very well"	86	0.00142%
Navajo: Speak English less than "very well"	67	0.00110%
Yiddish: Speak English less than "very well"	0	0.00000%
Total LEP Population	804,499	13.25460%

Source: 2009-2013 American Community Survey

Safe Harbor Threshold: 5% or 1,000 individuals

BYLAWS (REVISED) OF THE North Central Texas Council of Governments

2014

INTRODUCTION

The North Central Texas Council of Governments (NCTCOG) is the regional planning commission for the 16-county Texas State Planning Region 4 comprising Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant and Wise counties. NCTCOG is a Texas political subdivision and non-profit corporation organized and operating under Texas Local Government Code Chapter 391.

STATEMENT OF PRINCIPLES AND POLICIES

1. The underlying concept of the North Central Texas Council of Governments (hereinafter referred to as the Council) is that the general purpose units of government, which are closest to the people, should exercise the basic initiative and leadership and have the primary responsibility for dealing with those problems and needs which require action on an areawide or regional basis.
2. The physical, economic, and social well-being of the region, its citizens and business enterprises, now and in the future, are dependent upon an orderly development of the entire region. This will be possible only with the successful coordination of governmental services and policies.
3. Counties and cities are the principal units of local government in the region. As such, they have the responsibility for anticipating and meeting the local governmental needs which future development will produce, including the need for joint and coordinated areawide services.
4. County and city governing bodies are, and should continue to be, the top policy makers in local government. They are directly concerned with all services and regulations affecting the public in their communities.
5. Constructive and workable policies and programs for meeting and solving the areawide problems of local government will be most effectively and expeditiously developed by regular meetings of governmental unit members in an areawide voluntary council dedicated to the solution of these problems.
6. The Council is an organization through which individual governmental units can coordinate their efforts. It is not in itself a government nor does it seek to become one.
7. The Council shall consider such matters as are areawide or regional in nature or as requested by or deemed beneficial to its member governments.

MEMBERSHIP

Section I.

Membership in the Council of Governments shall be voluntary and will be determined by passage of a resolution, the payment of dues, and shall be open to the following eligible entities:

- A. Any county in State Planning Region 4, as determined by the Office of the Governor, State of Texas.
- B. Any incorporated cities, municipalities, towns, and villages within State Planning Region 4, as determined by the Office of the Governor, State of Texas.
- C. Any authority, district or other political subdivision of the State within State Planning Region 4, as determined by the Office of the Governor, State of Texas.

GENERAL ASSEMBLY

Section II.

- A. The General Assembly shall be composed of one (1) elected or appointed public official from each governmental member of the Council whose annual dues are current. The General Assembly shall be responsible for the election of officers, directors and for amendments to these Bylaws except as otherwise provided herein.
- B. The members present at any Assembly meeting shall constitute a quorum, and the majority vote of said members shall decide any business under consideration except Bylaws. Bylaws may be revised by an affirmative vote of seventy-five percent (75%) of the members present. (See Section XI.)
- C. The General Assembly shall elect a President, Vice President, Secretary-Treasurer, and Directors to serve on the Executive Board.

GENERAL MEMBERSHIP (GENERAL ASSEMBLY) MEETINGS

Section III.

- A. An annual membership meeting of the General Assembly shall be held after the municipal elections for the purpose of electing Officers and Directors to the Executive Board. Additional meetings may be called by the Executive Board, as necessary. General membership meetings shall be for the purposes of amending Bylaws, electing officers, and conducting any other business which may be deemed appropriate.
- B. Written notice of the time, date and location of general membership meetings shall be transmitted to each member government entitled to vote thereat (at the

member's physical or electronic address as it appears on the books of the Council) at least ten (10) days prior to the meeting.

- C. Special general membership meetings, for any purpose or purposes, shall be called by the President at the written request of a majority of the members of the General Assembly.
- D. Written notice of special general membership meetings, stating the time, place, and object of such meetings, and the business to be transacted, shall be transmitted to each member government entitled to vote thereat, at least ten (10) days before such meeting. Business transacted at all special meetings shall be confined to the objects and business to be transacted as stated in the notice.
- E. The time, date, and location of all general membership meetings shall be determined by the President as recommended by the Executive Board.

ROLE AND RESPONSIBILITIES

Section IV.

- A. The Council shall be concerned with the planning of the region with respect to transportation, water supply, storm water, waste water, flood management, emergency management, work force development, community services, data support services, land use, environmental protection, public facilities, conservation, and any other governmental functions beneficial to its members. Such Council shall be vested with full authority to perform all acts, to render all services, to initiate all studies and to make all recommendations authorized by law. The Council is authorized to apply for, contract for, receive and expend for its purposes, any funds or grants from any participating governmental unit or from the State of Texas, Federal Government, or any other sources, and to contract with and receive payments for services rendered to any incorporated municipality, the State of Texas or any of its political subdivisions, or the Federal Government. The Council shall have no power to levy any character of tax whatsoever. The participating governmental units shall pay annual dues, as determined by the Executive Board, to the Council to help offset the costs and expenses required in the performance of its purpose.

The Council is empowered to make use of funds to employ staff and/or agents, rent office space, and contract for goods and services as it deems necessary to expeditiously carry to completion any studies, activities and/or programs with which it may be charged.

- B. A member government(s) may request the Council to conduct or administer a special study, activity or service on their behalf wherein they agree to pay or share in the costs of such. If said study, activity or service is deemed feasible by the Council, it may enter into an agreement(s) with the member government(s) and any other interested parties to conduct same.

EXECUTIVE BOARD

Section V.

- A. The Executive Board shall constitute the Board of Directors and governing body of the Council and shall be responsible for the general policies, programs and the control of funds.
- B. The Executive Board shall also be responsible for approving a work program, including a complement of personnel to implement it, adopting the annual budget following a public hearing of such budget, and making necessary amendments to the budget during the fiscal year.
- C. The Executive Board shall be empowered to appoint an Executive Director as the chief administrative and executive officer of the Council.
- D. The Executive Board shall be empowered to employ consultants and to authorize contracts necessary to carry out the business of the Council.
- E. The Executive Board shall be empowered to appoint study committees, technical advisory committees, and policy development committees deemed necessary to carry out the business of the Council.
- F. The President of the Executive Board shall appoint a nominating committee comprised of Past Presidents to prepare a slate of Officer and Director candidates for consideration at the annual membership meeting of the General Assembly.
- G. The Executive Board shall meet regularly at least once each month, unless otherwise determined by its members, to conduct the continuing business of the Council.
- H. Representation on the Board shall meet the following minimum requirements at all times:
 - Counties (6 Seats)
 - ≠ Four (4) locally elected officials on the Board shall be representatives from the four (4) largest populated member Counties (one from each County), as of the last official census.
 - ≠ One (1) locally elected official on the Board shall be from a member County with a population of between Seventy Five Thousand (75,000) and Six Hundred Fifty Thousand (650,000), as of the last official census.
 - ≠ One (1) locally elected official on the Board shall be from a member County with a population of less than Seventy Five Thousand (< 75,000), as of the last official census.
 - Cities (10 Seats)
 - ≠ Three (3) locally elected officials on the Board shall be representatives from the three (3) largest populated member Cities (one from each City), as of the last official census.

- ≠ One (1) locally elected official on the Board shall be from a member City with a population of between Two Hundred Thousand (200,000) and Three Hundred Fifty Thousand (350,000), as of the last official census.
- ≠ One (1) locally elected official on the Board shall be from a member City with a population of between One Hundred Thousand (100,000) and Two Hundred Thousand (200,000), as of the last official census.
- ≠ One (1) locally elected official on the Board shall be from a member City with a population of between Fifty Thousand (50,000) and One Hundred Thousand (100,000), as of the last official census.
- ≠ One (1) locally elected official on the Board shall be from a member City with a population of between Twenty Thousand (20,000) and Fifty Thousand (50,000), as of the last official census.
- ≠ One (1) locally elected official on the Board shall be from a member City with a population of less than Twenty Thousand (20,000), as of the last official census.
- ≠ One (1) locally elected official on the Board shall be from a member City with a population of between Fifty Thousand (50,000) and Three Hundred Fifty Thousand (350,000), as of the last official census.
- ≠ One (1) locally elected official on the Board shall be from a member City with a population of less than Fifty Thousand (< 50,000), as of the last official census.

No entity shall have more than one representative on the Board at any one time, with the exception that the Past President shall serve in a designated position on the Board and shall not be deemed to be a representative of any specific entity.

- I. The Executive Board shall be composed of the following members:
 - 1. The Immediate Past President of the Council;
 - 2. The sixteen (16) Directors of the Council; and,
 - 3. One (1) ex-officio, non-voting member who is a Texas State Legislator representing a Legislative District that is located in-whole or in-part in a county holding membership in the North Central Texas Council of Governments for so long as required by State law.
- J. Each member of the Executive Board shall be entitled to one vote, with the exception of the President who will only vote in the event of a tie. Members must be in attendance to vote. Attendance via telephone and/or videoconference is allowable when permitted by State law and as prescribed by Board resolution.
- K. The membership of the Executive Board shall always be composed of elected local government officials except as provided in I.3. above.
- L. A majority of the Executive Board members in office immediately before a meeting shall constitute a quorum for the transaction of business. No business shall be considered by the Board at any meeting at which a quorum is not present.

- M. Should a vacancy occur in the Officers or Directors of the Executive Board, a successor shall be appointed by the remaining members of the Board to fill the unexpired term and in accordance with Section V. H.
- N. The Executive Board shall establish an Ethics Policy, consistent with State law related to Metropolitan Planning Organizations, which is applicable to Board members and employees.

DIRECTOR AND OFFICER LIABILITY AND INDEMNIFICATION

Section VI.

- A. No Director or Officer of the Council shall be personally liable to the Council or any other person for an action taken or omission made by the Director or Officer in such person's capacity as a Director or Officer unless a Director's or Officer's conduct was not exercised (1) in good faith, (2) with ordinary care, and (3) in a manner the Director or Officer reasonably believed to be in the best interest of the Council.
- B. The Council shall indemnify a Director or Officer for necessary expenses and costs, including attorney's fees, judgments, fines and amounts reasonably paid in settlement, incurred by the Director or Officer in connection with any claim asserted against the Director or Officer in their respective capacity as a Director or Officer so long as the Director's or Officer's conduct was exercised (1) in good faith, (2) with ordinary care, and (3) in a manner the Director or Officer reasonably believed to be in the best interest of the Council.

WAIVER OF NOTICE

Section VII.

Whenever any notice is required to be given under the provisions of the Bylaws to any member, a waiver thereof in writing signed by the person or persons entitled to such notice, whether before or after the time stated therein, shall be deemed equivalent thereto.

ADVISORY GROUPS

Section VIII.

- A. It is the intent of this organization that the Council shall, when advisable, seek the advice and cooperation of interested citizen groups in the formulation of recommendations and to establish the priority of projects for consideration.
- B. The Council may recommend to the Executive Board the establishment of such citizen and/or technical advisory committees as may be necessary to effectively carry out the business of the Council.

FINANCES

Section IX.

All checks or demands for money and notes of the corporation shall be signed by such officer or officers, or such persons as the Executive Board may from time to time designate.

ELECTIONS AND OFFICERS' TERMS

Section X.

Election of Officers and Directors to the Executive Board will be conducted at the annual membership meeting of the General Assembly. The elected Officers and Directors shall hold office for one year, said term to begin immediately following the aforementioned meeting and continuing through the next annual membership meeting or until such time as a replacement has been duly elected in accordance with Section V. M.

AMENDMENTS TO THE BYLAWS

Section XI.

These Bylaws may be altered, amended, or added to by written ballots from the members or by action of the General Assembly or Executive Board, provided:

- A. Proposed changes shall contain a full statement of the proposed amendment or amendments.
- B. The enactment of the amendment by written ballots shall require a majority vote of the city and county member governments.
- C. The enactment of amendments at the General Assembly shall require an affirmative vote of seventy-five percent (75%) of the members present at the General Assembly and shall be submitted in writing to the Executive Board at least sixty (60) days prior to the General Assembly.
- D. The enactment of amendments by the Executive Board shall require a majority vote and shall be limited to only those changes necessary to conform the Bylaws to State law. Any such changes by the Executive Board shall be transmitted in writing to all member governments within thirty (30) days of enactment.

BUDGETS AND PAYMENTS

Section XII.

- A. The fiscal year of the organization shall begin on the first day of October in each year.
- B. The annual budget, including the dues structure, for the organization shall be prepared and submitted to the Executive Board for approval and adoption on or before the last day of September of each year, after a public hearing thereon.
- C. New members may join the Council upon the pro-rated payment of dues for the remaining portion of the current fiscal year.
- D. The annual dues for city and county member governments shall be established in accordance with current population of such member governments as certified annually by the Council. All other member governments shall pay annual dues as established by the Executive Board.
- E. The books of the Council shall be audited annually by a certified public accountant or accountants, and the audit report shall be approved by the Executive Board and be available no later than six (6) months after the close of the fiscal year.

**BYLAWS AND OPERATING PROCEDURES
REGIONAL TRANSPORTATION COUNCIL**

April 2014

STATEMENT OF PRINCIPLES

1. The physical, economic, and social well-being of the region, its citizens, and business enterprises, now and in the future, is determined to a great extent by its transportation system. Therefore, decisions involving transportation systems and subsystems must consider the environmental, economic, and social impacts of the alternatives in the future development of the transportation system and must attain the principal objective of having an efficient, safe, and practical system for moving people, goods, and services in the region according to their needs.

2. A transportation system can best be planned on a large-area basis involving city, county, regional, and state jurisdictional responsibilities and a proper mix of various modes of travel.

3. Counties and cities have the local responsibility for anticipating and meeting the transportation needs for adequately moving people and goods within their jurisdictions. However, the Texas Department of Transportation is charged, by law, with the responsibility for planning, designing, constructing, and maintaining the State Highway System. In addition, duly authorized transportation authorities are responsible for planning, developing, and operating public transportation services in their respective service areas. Under federal legislation, the Metropolitan Planning Organization (MPO), through the NCTCOG Regional Transportation Council, has an expanded role in project selection, transportation project programming, and project funding.

4. Evaluation of transportation alternatives and the determination of the most desirable transportation system can best be accomplished through a Regional Transportation Council

(RTC) of primarily elected officials from the counties and cities in the North Central Texas Region. The Regional Transportation Council will be the forum for cooperative decision making by primarily elected officials of general purpose local governments (i.e., cities and counties) and including representatives of entities responsible for highway, toll road, and mass transit improvements. It is in the explicit interest of the Regional Transportation Council, that all elected officials be of general purpose local governments.

5. The Regional Transportation Council will make recommendations involving the regional transportation system, including the regional highway system, the regional public transportation system, and the regional aviation system, to the counties and cities, the State, and the authorities for all modes of transportation. Final decisions for implementing the Metropolitan Transportation Plan will be a cooperative effort between the governing bodies of the counties and cities, the Texas Transportation Commission, the Regional Transportation Council, and the authorities.
6. The Regional Transportation Council will monitor the metropolitan transportation planning process to assure that it is conducted in a manner consistent with requirements of federal law and regulations.
7. In an attempt to fulfill the above concepts and to meet the requirements of the Federal Aid Highway Act of 1973, the Governor, on April 12, 1974, designated the North Central Texas Council of Governments as the Metropolitan Planning Organization for transportation planning with the proviso that the Regional Transportation Council be the decision-making group for regional transportation policy for the Dallas-Fort Worth urbanized area. Since that time, this designation has been modified to reflect the inclusion of both the Denton-Lewisville urbanized area and the McKinney urbanized area. The NCTCOG Executive Board serves as the fiscal

agent for the MPO. As the designated Metropolitan Planning Organization, the North Central Texas Council of Governments must assure that transportation planning in the urbanized area is satisfactorily coordinated and integrated with other comprehensive planning in the State Planning Region. These Bylaws and Operating Procedures spell out the manner in which the Regional Transportation Council shall fulfill its responsibilities as the cooperative transportation decision-making group of the Metropolitan Planning Organization for the Dallas-Fort Worth metropolitan area.

DEFINITIONS

Section 1. The following definitions shall apply to terms used in these Bylaws and Operating Procedures:

- A. Transportation Planning Process. The transportation planning process is the process of estimating future travel demand, identifying transportation improvement alternatives, and evaluating those alternatives and financial resources to determine the best combination of facilities and services for all modes of travel.

- B. Metropolitan Transportation Plan. The Metropolitan Transportation Plan is the delineation of projects, programs, and policies associated with highway, transit, aviation, and other multimodal facilities that would serve the projected travel demand for a forecast year. The Metropolitan Transportation Plan will include a listing of projects anticipated to be funded over the next approximately 20+ years, policies, and programs, and be developed consistent with federal guidelines.

- C. Transportation Improvement Program. The Transportation Improvement Program (TIP) is a multimodal listing of all transportation projects and programs expected to be implemented over

an approximately four-year period, as well as projects that are funded but not yet ready for implementation. This includes all projects or programs which are expected to utilize federal funds and those projects or programs which will utilize other funds (state or local), including toll road projects. The TIP will be developed consistent with federal guidelines and Regional Transportation Council selection criteria.

- D. Unified Planning Work Program. The Unified Planning Work Program (UPWP) is a listing of planning projects to be performed by the MPO in support of a continuous, comprehensive, and coordinated transportation planning process. The UPWP also contains a listing of planning projects performed by other agencies which will have regional significance.

- E. Regional Transportation System. The Regional Transportation System is the continuous network of roadways, transit services, aviation, and other multimodal facilities that provides for movement and interchange of people and goods, primarily between local jurisdictions within the region. Included in the Regional Transportation System are highways and streets, parking and intermodal terminals, tollways, fixed-guideway transit lines, bus routes, taxi services, paratransit and ridesharing services, railroad facilities, and general aviation and air carrier airports.

- F. Regional Highway System. The regional highway system is those freeways, principal and minor arterials, tollways, truck terminals, parking facilities, and ridesharing services which make up the system for travel by automobile or truck.

- G. Regional Public Transportation System. The regional public transportation system includes all fixed-guideway facilities, bus routes, personal rapid transit, paratransit, and taxi services operated by public or private entities.

- H. Regional Aviation System. The regional aviation system includes the collective airports and vertical flight facilities in the Metropolitan Area Boundary which provide terminals for commercial air travel, general aviation, and air cargo activities.

- I. Metropolitan Area. The Metropolitan Area is comprised of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. This area is expected to be principally urbanized by the appropriate planning horizon (approximately 20 years).

- J. Texas Metropolitan Mobility Plan. The region, as determined by the Regional Transportation Council or required by the Texas Department of Transportation, will develop, and update regularly, a needs-based plan in order to quantify funding needs and develop candidate policy areas.

- K. Primary Member. A primary member is the principal individual appointed to represent an entity or group of entities on the Regional Transportation Council.

- L. Alternate Member. An alternate member is the individual appointed to represent an entity or group of entities on the Regional Transportation Council in the absence of the primary member. An alternate member will receive all meeting materials provided to the primary member and is encouraged to attend Regional Transportation Council meetings on a regular basis in order to be knowledgeable on issues and prepared to vote should the primary member be unable to attend a particular meeting. In order to ensure coordination between primary and alternate members, all information requests by the alternate member should be coordinated through the primary member.

ORGANIZATION

Section 2. The organization for regional transportation planning shall consist of the Regional Transportation Council, RTC subcommittees determined by the RTC officers, the Surface Transportation Technical Committee, and other technical committees determined by the NCTCOG Transportation Director, as described in subsequent paragraphs and sections of these Bylaws and Operating Procedures.

- A. Regional Transportation Council. The Regional Transportation Council shall be the forum for cooperative decision making by primarily elected officials of general purpose local governments in the Metropolitan Area.

- B. Standing and Ad Hoc Subcommittees. The Regional Transportation Council officers will determine necessary subcommittees for the conduct of RTC business. Subcommittee membership should reflect the diversity of the RTC.

- C. Technical Committees. The Surface Transportation Technical Committee shall provide 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.

REGIONAL TRANSPORTATION COUNCIL

Section 3. The following rules shall govern the procedure, membership, and records of the Regional Transportation Council and its Subcommittees.

A. Membership. Membership on the Regional Transportation Council shall be provided for local governments in the Metropolitan Area, either by direct membership or by representation. The maximum number of seats for individual and cluster cities shall be 27; the maximum for all other seats shall be 17, resulting in membership that shall not exceed 44 seats. The membership structure shall be based on the most recent NCTCOG demographic data, and the allocation readjusted to maintain the membership limit of 44. A copy of the current membership structure is attached to these Bylaws as Appendix A. Cities with a population or employment total of 5,000 or greater shall be represented on the RTC through a membership cluster unless they are provided direct membership. Federally designated urbanized areas of 50,000 or greater, in which the Regional Transportation Council is serving as the Metropolitan Planning Organization, shall be provided direct membership. The cities of Denton, Lewisville, and McKinney have been designated as urbanized areas. The Regional Transportation Council will honor these designations and maintain a cluster seat for each of these three urbanized areas. Representation for the three urbanized area seats can come from any of the cities within the respective cluster. Transportation authority membership is provided only to those entities authorized and operating under Chapters 451, 452 or 460 of the Texas Transportation Code. The following local governments and public agencies shall be represented as indicated:

Cities

City of Arlington	2
Cities of Carrollton and Farmers Branch	1
Cities of Dallas, Highland Park, and University Park	6
Cities 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, 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	<u>1</u>
Subtotal	27

Other

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 Burleson, 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
Board Member, Dallas Area Rapid Transit	1
Board Member, Fort Worth Transportation Authority	1
Board Member, Denton County Transportation Authority	1

Board Member, North Texas Tollway Authority	1
Board Member, Dallas/Fort Worth International Airport	<u>1</u>
Subtotal	<u>17</u>
TOTAL	44

The representatives of the Dallas/Fort Worth International Airport, North Texas Tollway Authority (NTTA) and the three transportation authorities shall be selected by the chairs of their respective entities. The Dallas/Fort Worth International Airport, NTTA and transportation authority representatives shall be Board members of their respective entities.

B. Appointees. All members of the RTC shall be local elected officials except:

- the three transportation authority representatives,
- the two TxDOT District Engineers,
- the representative of the North Texas Tollway Authority,
- the representative of the Dallas/Fort Worth International Airport (unless an elected official Board member is selected), and
- optional representatives of local governments where one-third of a public agency's representation may be by non-elected private sector officials who are residents of the appointing cluster.

Representatives of individual cities and counties shall be appointed by and serve at the pleasure of the city councils and commissioners' courts respectively, and shall be serving on the governing body they represent (except as noted above). The person representing a group of several cities shall be selected by the mayors using a weighted vote of the maximum population or employment of the cities represented, and the person selected shall serve a two-year term beginning in June of even-numbered years and shall be serving on one of the governing bodies they represent (except as noted above or below). The person representing a group of several

cities and counties shall be selected by the county judges using a weighted vote of the maximum population or employment of the counties represented, and the person selected shall serve a two-year term beginning in June of even-numbered years and shall be serving on one of the governing bodies they represent. In the spirit of integrated transportation planning, all cities within a city-only cluster are eligible to hold the RTC membership seat for the cluster, and the cities should strongly consider rotation of the seat among the entities within the respective cluster. Items to consider when contemplating seat rotation may include: 1) a natural break in a member's government service, such as the conclusion of an elected term, 2) a member's potential to gain an officer position or advance through the officer ranks, 3) a member's strong performance and commitment to transportation planning, or 4) the critical nature of a particular issue or project and its impact on an entity within the cluster. For clusters consisting of both counties and cities, the counties are eligible to hold the RTC membership seat for the cluster, and the counties should strongly consider rotation of the seat among the counties. The entity from which the representative is serving must be located within the Metropolitan Planning Area Boundary. When the Regional Transportation Council modifies the current boundary, membership eligibility will be reevaluated based on the new boundary area.

Each seat on the Regional Transportation Council will be provided a primary member and permitted an alternate member. Alternate members must be predetermined in advance of a meeting and will have voting rights at the full RTC meeting, as well as subcommittee meetings, in the absence of the primary member. An entity or group of entities may elect to appoint its alternate member(s) from a pool of eligible nominees. The same requirements apply to alternate members as to primary members. If a primary member is an elected official, then the alternate member must also be an elected official; if a primary member is a non-elected individual, then the alternate member can be either a non-elected individual or an elected official. Cities and/or counties within a cluster are strongly encouraged to reflect diversity in their

selections of primary and alternate members as well as membership rotation amongst the group depending on the qualifications of the appointees. A best practice may be to appoint the alternate member from an eligible entity within the cluster that is not providing the primary member.

The appointing bodies are encouraged to select members in common for the RTC and the NCTCOG Executive Board.

C. Voting Structure. Each seat on the Regional Transportation Council will be provided one vote, with the exception of the Chair who will only vote on a tie. As noted above, either the primary or alternate member in attendance will have the right to vote. An alternate member may represent only one primary member at any given meeting. Teleconferencing for member participation will not be permitted; members must be in attendance to vote. No proxy or absentee voting will be allowed.

D. Standards of Conduct (Ethics Policy). The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to both primary and alternate RTC members, whether elected or non-elected. An RTC member may not:

- accept or solicit any gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;
- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;

- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new RTC members, both primary and alternate, no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

All RTC members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

The NCTCOG Executive Board has established an Ethics Policy and Standards of Conduct applicable to NCTCOG employees consistent with Section 472.034 of the Texas Transportation Code.

E. Attendance. Records of attendance of RTC meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly and shall indicate that such notice is standard practice and not indicative of any particular problem. Entities with RTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. RTC members may record excused absences if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of

elected service. An excused absence will not be recorded as an absence. It is the responsibility of the primary members to notify NCTCOG staff and respective alternate members in advance when unable to attend a meeting. The names of the alternate members should also be provided to NCTCOG. If the primary member does not notify NCTCOG staff of an alternate member's attendance prior to the beginning of a meeting, the alternate member will not be able to participate in the meeting as a voting member.

F. Quorum. At least 50 percent of the appointed members identified in Section 3.A herein must be present at meetings for the RTC to take action.

G. Officers. The Regional Transportation Council shall elect a Chair, Vice Chair, and Secretary for a term of one year. Elections shall be held in June of each year, with the new officers beginning their terms at the conclusion of the June meeting. The Chair shall appoint a nominating committee no later than the May meeting of each year for the purpose of bringing before the Council a slate of officers for consideration. The nominating committee 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. The nominating committee, in its deliberations, shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in making its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. In the event that the Chair of the Regional Transportation Council cannot continue to serve at any time during the term of election, the Vice Chair shall automatically become the Chair. If the fulfillment of this term is eight months or less, the Chair

is eligible to be reelected. A vacancy in either the office of the Vice Chair or Secretary shall be filled by the Regional Transportation Council in the first meeting of the Council after the vacancy becomes known. In the event that the offices of Chair, Vice Chair, and Secretary all become vacant, new officers shall be elected at the next regularly scheduled meeting of the Regional Transportation Council, with nominations from the floor.

By resolution on August 23, 2007, the North Central Texas Council of Governments Executive Board created an Investment Advisory Committee to guide the development of an investment plan for Regional Toll Revenue funds, also referred to as Revenue Center 5 funds. The Executive Board shall identify, at a minimum, one officer of the Regional Transportation Council to serve on the Investment Advisory Committee.

H. Meetings. At least one meeting shall be held annually by the Regional Transportation Council, but the Council shall meet as often as necessary for the purpose of transacting the business at hand. The Chair shall call the meeting and/or workshop and shall designate in the written notice of the meeting and/or workshop the business to be transacted or considered. The Staff Director to the Regional Transportation Council develops the meeting agenda. All members have the right to place items on an agenda by contacting the RTC Staff Director at least ten days in advance of the meeting date or by requesting the topic during an RTC meeting for a subsequent agenda. The Chair cannot restrict items to be placed on the agenda.

Written notice of the meeting, accompanied by an Agenda, shall be transmitted to the members and major news media at least 72 hours prior to the meeting. In special situations or under certain circumstances (i.e., inclement weather), confirmation of the meeting and/or member attendance will be made with members by telephone or email. The time and place of meetings

shall be designated by the Chair. All meetings shall be held and meeting notice provided in accordance with Chapter 551 of the Texas Government Code.

I. Minutes. Minutes of the meetings shall be kept and shall be submitted to the members of the Council for approval. Meeting minutes from the Surface Transportation Technical Committee will be made available to the RTC for information.

J. Staff Support. Staff support for the Regional Transportation Council shall be furnished by the staff of the North Central Texas Council of Governments.

K. Council Functions. Functions of the Regional Transportation Council shall be as follows:

1. Provide direction to the regional transportation planning process.
2. Certify the coordination, comprehensiveness, and continuity of the regional transportation planning process.
3. Develop the Unified Planning Work Program, Metropolitan Transportation Plan and related items, and the Transportation Improvement Program in accordance with requirements of federal statutes and regulations.
4. Review the Transportation Improvement Program and Metropolitan Transportation Plan to assure that transportation projects do not unreasonably exceed the funding that currently seems likely to be available for each metropolitan subarea.
5. Select, nominate, and support projects for those funding programs authorized by federal law or requested by the State.

a. Eastern/Western Subregion Funding Split

The Dallas-Fort Worth Area is divided into two subregions for the distribution of funds to the region. The Eastern Subregion is comprised of the counties of Collin, Dallas, Denton, Ellis, Hunt, Kaufman, and Rockwall. The Western Subregion is comprised of the counties of Hood, Johnson, Parker, Tarrant and Wise. To ensure an equitable distribution of funding between the Eastern and Western portions of the Area, the RTC applies a funding distribution that fairly credits each subregion within all applicable federal and State laws. In extreme circumstances, it may be necessary to modify the Eastern/Western funding split of one category in order to accommodate federal/State laws of another. When this situation arises, the variation from established policy will be clearly documented and tracked. This

policy applies to all funding programs selected and funded by the RTC. The Eastern/Western funding split is calculated and implemented in multiple ways depending upon the funding source, as indicated below:

- (1) Traditional Gas Tax Supported Funding: Mobility Programs are distributed based upon population, employment, activity (population and employment equalized), and vehicle miles of travel. Air Quality Programs are distributed based on Nitrogen Oxide and Volatile Organic Compound emissions. This funding split is determined at the beginning of each transportation funding bill cycle or every two years, whichever is less. This methodology applies to the following funding sources:
 - Surface Transportation Program—Metropolitan Mobility (STP-MM)
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - Metro Corridor (jointly selected by TxDOT and the RTC)
 - Transportation Alternatives Program (TAP)
 - Texas Mobility Fund (jointly selected by TxDOT and the RTC)
 - Proposition 12 (jointly selected by TxDOT and the RTC)
- (2) Transit Section 5307 Urbanized Area Formula Program Funding: Distributed based on the same formula used by the Federal Transit Administration (FTA) to apportion the funds to the larger urbanized area. This funding split is determined on an annual basis when FTA apportionments are made available.
- (3) Toll Revenue Funding: Distributed based upon the factors enumerated in Texas State law and in accordance with the RTC Near Neighbor and Excess Revenue Policies. The funding split is determined at the time the revenues are received by the RTC directly or by the State on behalf of the RTC using tolling data from January of the affected year.

b. RTC Procedures for Calls for Projects/Funding Initiatives

- (1) NCTCOG wishes to assist its member governments to the best extent possible assuring fair and equitable treatment for all. NCTCOG has historically provided technical assistance and will continue to do so under this policy. No supplemental information which is material to the application can be submitted or will be accepted after the application deadline. Applicants will be encouraged to submit their applications far enough in advance of the submission deadline to allow NCTCOG to review the material for completeness only. Applications submitted just prior to the deadline may not receive any advance review. NCTCOG staff will be able to provide more assistance to the applicant when the Regional Transportation Council's role is to simply nominate a project. NCTCOG staff must remain neutral when the Regional Transportation Council selects transportation projects.
- (2) When the Regional Transportation Council sends out a Call for Projects, the applicant will have an option to return an "Intent to Submit" response to NCTCOG. This response will entitle each applicant that returns this to receive a reminder notice approximately two weeks in advance of the

deadline. This reminder will include a summary of this policy statement reminding applicants that late or incomplete applications will not be accepted.

- (3) The Regional Transportation Council will communicate these policies when a Call for Projects is initiated.
 - (4) The Regional Transportation Council will not accept any late applications.
 - (5) The Regional Transportation Council will not accept any incomplete applications.
 - (6) Consistent deadlines will be established with the standard deadline being on Friday at 5 p.m. NCTCOG must have the submitted application "in hand" at the NCTCOG offices. Postmarked by the published deadline does not constitute an on-time application. Deadlines other than the standard will be communicated in advance to the Regional Transportation Council.
 - (7) Questions on project scores are required previous to Regional Transportation Council selection. No appeals on late or incomplete applications will be accepted.
 - (8) While all of the above rules apply to all RTC-sponsored Calls for Projects/Funding Initiatives, additional rules apply when projects are selected using toll revenues.
6. Prioritize corridors identified for improvements in the Metropolitan Transportation Plan for which Corridor Studies shall be performed in accordance with federal regulations.
 7. Review the limits of the Metropolitan Area and make revisions considered appropriate.
 8. Authorize transit planning technical assistance to transit operating agencies at their request.
 9. Encourage federal and state agencies to follow the plans and programs developed by the Regional Transportation Council.
 10. Identify the kinds of consultant projects eligible for federal transportation funding.
 11. County representatives are appointed to represent the transportation needs of the entire county, especially those areas of the county within unincorporated areas, and local governments within each county which are not directly represented on the RTC. It is the responsibility of the county representatives to inform and discuss policies and actions of the RTC with those impacted areas they represent and to communicate the transportation needs of these areas to the RTC. A best practice may be for the county representatives to hold regular meetings with the cities in their respective counties to discuss transportation-related items.
 12. RTC members representing groups of entities are appointed to represent the transportation needs of all entities within the group. It is the responsibility of the RTC members representing groups to inform and discuss policies and actions of the RTC with elected officials in their impacted areas and to communicate the transportation needs of these areas

to the RTC. A best practice may be for the primary member to hold regular meetings with the entities in the group to discuss transportation-related items.

13. Maintain a set of public involvement procedures to optimize public participation and periodically review these procedures for possible enhancements.

TECHNICAL COMMITTEES

Section 4. The following rules shall govern the procedures, membership, and records of the Technical Committees.

A. Technical Committees. The following technical committees shall be the minimum number of committees formed to provide technical advice and review for the transportation planning process.

1. Surface Transportation Technical Committee (STTC)
2. Other technical committees determined by NCTCOG Transportation Director/Staff Director to the Regional Transportation Council. Operating guidelines and principles will be established by each committee as necessary.

B. Membership. Members of the Surface Transportation Technical Committee shall be staff personnel nominated by their respective governments or agencies and shall include at least one member from each jurisdiction and agency directly represented on the Regional Transportation Council. Local governments or agencies wishing to send a “consultant or designee” serving as staff is acceptable. Membership selected by formula will be based on the most recently approved population and employment data from NCTCOG with adjustments performed in June of even-numbered years. Membership and voting on the Surface Transportation Technical Committee shall be provided to local governments and public agencies and shall be represented by the following formulas:

- Dallas and Tarrant Counties shall each have two representatives.
- Each perimeter county in the Metropolitan Area shall have one representative.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,500,000 shall have five representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,000,000 and less than or equal to 1,500,000 shall have four representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 500,000 and less than or equal to 1,000,000 shall have three representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 200,000 and less than or equal to 500,000 shall have two representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 40,000 and less than or equal to 200,000 shall have one representative.
- The following planning agencies will be represented as listed:

TxDOT Fort Worth District	2
TxDOT Dallas District	2
TxDOT Paris District	1
TxDOT TP&P (Austin)	1
Dallas Area Rapid Transit	2
Fort Worth Transportation Authority	2
Denton County Transportation Authority	1
North Texas Tollway Authority	2
Texas Commission on Environmental Quality ¹ (non-voting)	
Dallas/Fort Worth International Airport	1

Each city with an RTC primary member representing multiple local governments and not having a Surface Transportation Technical Committee member by the above representation will also be provided one member.

Representatives from other local governments, the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency are welcome to attend the meetings.

Members of other Technical Committees are selected on an as-needed basis and shall be approved by the Executive Board of the North Central Texas Council of Governments.

C. Standards of Conduct (Ethics Policy).

The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to all Technical Committee members, whether local government representatives, consultants or designees. A Technical Committee member may not:

- accept or solicit a gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;
- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;
- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;

- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new Technical Committee members no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

Technical Committee members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

- D. Attendance. Records of attendance at Surface Transportation Technical Committee meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly. Entities with STTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. STTC members may record an excused absence if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, or business necessity. An excused absence will not be recorded as an absence. The quarterly attendance notice shall indicate that such notice is standard practice and not indicative of any particular problem.
- E. Quorum. The Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken.

F. Officers. A Chair, Vice Chair, and a Secretary for the Surface Transportation Technical Committee shall be designated by the Executive Board of the North Central Texas Council of Governments for a term of one year, beginning in June of each year. Issues of diversity, including sensitivity to gender, ethnicity, and geography, shall be considered in the officer recommendations. The slate of officers shall also reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. Officers for other technical committees will be approved by the Executive Board as well.

G. Meetings. Meetings of the Technical Committees shall be held as necessary to review and advise on matters referred to them. The Chair shall call such meetings as necessary and shall notify all Committee members.

H. Minutes. Minutes of all meetings shall be kept and submitted to the membership of the Committee for approval. Minutes will also be made available to the RTC. The Regional Transportation Council will be kept apprised of Surface Transportation Technical Committee attendance by agency.

I. Staff Support. Staff support for the Surface Transportation Technical Committee shall be furnished by the North Central Texas Council of Governments.

J. Committee Functions. The functions of the Technical Committees shall be to review and comment on all matters referred to them by either the Regional Transportation Council, their respective Technical Committee Chairs, or the NCTCOG Transportation Director.

INTENT

Section 5. These Bylaws and Operating Procedures are intended to provide rules and procedures to assure the orderly function of the regional transportation planning process in North Central Texas. The Bylaws and Operating Procedures should be reviewed for possible revisions every four years.

ADOPTION

Section 6. These Bylaws and Operating Procedures shall be in full force and effect at such time as they have been approved by two-thirds vote of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present.

REVISION

Section 7. These Bylaws and Operating Procedures may be revised by approval of two-thirds of the members of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present. Changes in the Bylaws must be presented at one regularly scheduled meeting and voted on at a following regularly scheduled meeting. No Bylaw change shall be made that has not been presented at a previous meeting.

APPENDIX A

APPENDIX A
2014 RTC Membership Structure

<u>City</u>	<u>2013 Population</u>	<u>2010 Employment</u>	<u>Maximum of Population & Employment</u>	<u>Percent of Total Based on Maximum</u>	<u>Share of RTC Seat(s)</u>	<u>% of RTC Seat By Grouping</u>	<u>RTC Seats</u>
City Membership							
Plano	264,910	235,983	264,910	4.63	1.205	1.205	1
McKinney	140,390	59,600	140,390	2.46	0.639		
Anna	9,360	798	9,360	0.16	0.043		
Princeton	7,440	738	7,440	0.13	0.034		
Fairview	8,000	1,206	8,000	0.14	0.036		
Melissa	5,710	673	5,710	0.10	0.026	0.777	1
Allen	87,800	28,830	87,800	1.54	0.399		
Lucas	5,750	1,790	5,750	0.10	0.026		
Wylie	43,450	10,086	43,450	0.76	0.198		
Rowlett	56,420	12,244	56,420	0.99	0.257		
Sachse	21,090	1,351	21,090	0.37	0.096		
Murphy	18,440	2,451	18,440	0.32	0.084	1.060	1
Frisco	129,680	40,647	129,680	2.27	0.590		
Prosper	13,380	1,786	13,380	0.23	0.061		
Little Elm	29,230	3,962	29,230	0.51	0.133		
The Colony	37,360	5,802	37,360	0.65	0.170		
Celina	6,460	1,048	6,460	0.11	0.029		
Providence Village	5,260	125	5,260	0.09	0.024	1.007	1
Dallas	1,213,600	1,036,119	1,213,600	21.23	5.521		
University Park	22,920	11,125	22,920	0.40	0.104		
Highland Park	8,500	4,145	8,500	0.15	0.039	5.664	6
Garland	229,120	80,870	229,120	4.01	1.042	1.042	1
Addison	13,840	62,925	62,925	1.10	0.286		
Richardson	100,850	130,309	130,309	2.28	0.593	0.879	1
Irving	220,750	252,379	252,379	4.42	1.148		
Coppell	39,090	28,033	39,090	0.68	0.178	1.326	1
Mesquite	140,240	60,515	140,240	2.45	0.638		
Balch Springs	24,270	5,867	24,270	0.42	0.110		
Seagoville	15,020	4,915	15,020	0.26	0.068		
Sunnyvale	5,271	3,539	5,271	0.09	0.024	0.841	1
Grand Prairie	178,290	75,337	178,290	3.12	0.811	0.811	1
Duncanville	38,680	11,850	38,680	0.68	0.176		
DeSoto	49,930	12,965	49,930	0.87	0.227		
Cedar Hill	45,570	13,934	45,570	0.80	0.207		
Lancaster	36,980	9,633	36,980	0.65	0.168		
Glenn Heights	11,410	1,055	11,410	0.20	0.052		
Hutchins	5,350	3,364	5,350	0.09	0.024	0.855	1
Carrollton	122,280	88,243	122,280	2.14	0.556		
Farmers Branch	28,800	81,840	81,840	1.43	0.372	0.929	1
Denton	116,950	76,079	116,950	2.05	0.532		
Sanger	7,170	3,106	7,170	0.13	0.033		
Corinth	20,420	5,156	20,420	0.36	0.093		
Lake Dallas	7,140	1,330	7,140	0.12	0.032	0.690	1
Lewisville	97,140	57,960	97,140	1.70	0.442		
Flower Mound	65,710	29,678	65,710	1.15	0.299		
Highland Village	15,420	3,391	15,420	0.27	0.070	0.811	1
Fort Worth	767,560	448,844	767,560	13.43	3.492	3.492	3
Arlington	369,320	183,860	369,320	6.46	1.680	1.680	2
N. Richland Hills	64,240	26,002	64,240	1.12	0.292		
Richland Hills	7,870	6,955	7,870	0.14	0.036		
Haltom City	42,190	20,499	42,190	0.74	0.192		
Watauga	23,500	5,139	23,500	0.41	0.107		
White Settlement	16,390	6,133	16,390	0.29	0.075		
River Oaks	7,280	1,858	7,280	0.13	0.033		
Lake Worth	4,780	5,059	5,059	0.09	0.023		
Westworth Village	2,500	22,768	22,768	0.40	0.104		
Saginaw	20,140	8,909	20,140	0.35	0.092		
Azle	10,960	4,630	10,960	0.19	0.050	1.003	1
Keller	41,090	12,807	41,090	0.72	0.187		
Grapevine	47,070	52,953	52,953	0.93	0.241		
Southlake	27,080	25,552	27,080	0.47	0.123		
Colleyville	23,270	9,134	23,270	0.41	0.106		
Westlake	1,040	5,762	5,762	0.10	0.026		
Trophy Club	9,400	793	9,400	0.16	0.043		
Roanoke	6,470	9,163	9,163	0.16	0.042		
Hurst	37,460	18,962	37,460	0.66	0.170		
Eules	51,750	51,863	51,863	0.91	0.236		
Bedford	47,310	27,827	47,310	0.83	0.215	1.389	1
Mansfield	58,490	19,964	58,490	1.02	0.266		
Benbrook	21,530	5,163	21,530	0.38	0.098		
Forest Hill	12,360	3,591	12,360	0.22	0.056		
Crowley	13,440	5,799	13,440	0.24	0.061		
Everman	6,110	2,057	6,110	0.11	0.028		
Kennedale	6,820	3,865	6,820	0.12	0.031	0.540	1
Total	5,518,261	3,560,693	5,715,432	100	26	26.000	
Allocation for City Seats Seat Threshold Based on Combined Higher of Population or Employment Resulting RTC City Seats					26		
					219,824	RTC City Members	27

2013 Population by County Grouped By RTC Seats

County Membership	2013 Population		
<u>Collin County</u>	821,520		1
<u>Dallas County</u>	2,398,920		2
<u>Denton County</u>	694,050		1
<u>Tarrant County</u>	1,850,370		2
<u>Ellis County</u>	154,700		
Ennis	18,590		
Waxahachie	31,550		
Midlothian	19,330		
Red Oak	11,230		
<u>Kaufman County</u>	105,750		
Forney	16,030		
Kaufman	6,660		
Terrell	<u>15,210</u>		
Combined Ellis and Kaufman Population	260,450		1
<u>Johnson County</u>	154,530		
Burleson	39,010		
Cleburne	29,120		
Keene	6,120		
Joshua	6,010		
<u>Hood County</u>	54,900		
Granbury	<u>8,290</u>		
Combined Johnson and Hood Population	209,430		1
<u>Hunt County</u>	88,020		
Commerce	8,110		
Greenville	25,990		
<u>Rockwall County</u>	82,360		
Rockwall	38,990		
Heath	7,260		
Royse City	9,690		
Fate	<u>7,840</u>		
Combined Hunt and Rockwall Population	170,380		1
<u>Parker County</u>	120,650		
Weatherford	25,940		
Mineral Wells	16,810		
<u>Wise County</u>	64,500		
Decatur	6,050		
Bridgeport	<u>6,000</u>		
Combined Parker and Wise Population	185,150		1
County Membership Total		RTC County Members	10
DART			1
DCTA			1
FWTA			1
DFW Airport			1
TxDOT Dallas			1
TxDOT Fort Worth			1
NTTA			1
Transportation Providers		RTC Transportation Provider Members	7
Total Members		Total RTC Members	44


Data Based on NCTCOG 2013 Population Estimates and 2010 Employment Estimates


PLACEHOLDER – ATTACHMENT 8

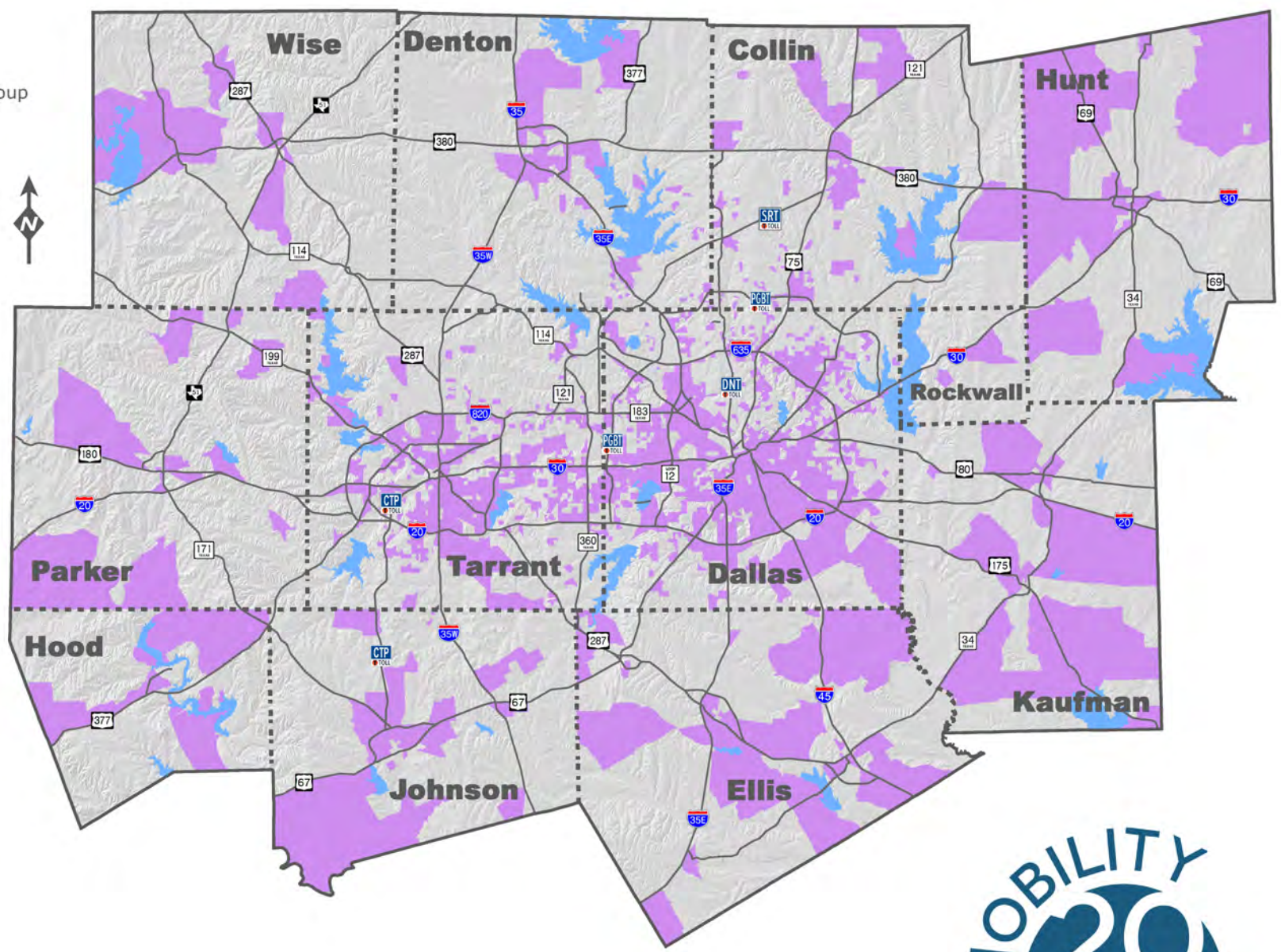
RTC and Executive Board Program Approval Resolutions

Environmental Justice Population: Low-Income

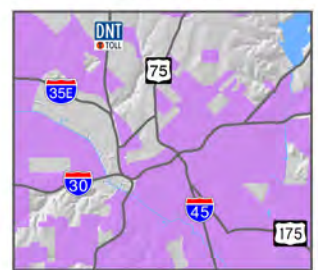
Percentage by Block Group

 Above Regional Block Group Average of 15.59%

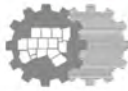
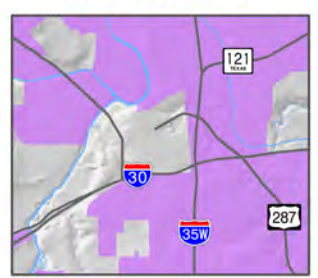
 Major Roads



Dallas CBD



Fort Worth CBD



North Central Texas Council of Governments

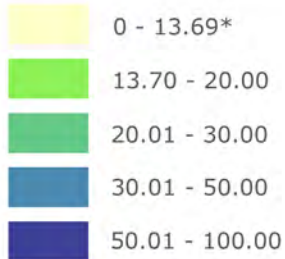
March 2016



Low-Income Population is any person whose household income is at or below the Department of Health and Human Services poverty guidelines. Total population for whom poverty status was surveyed was used to determine the regional average of persons below the poverty line. The regional average of Low-Income Population per block group is 15.59 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.

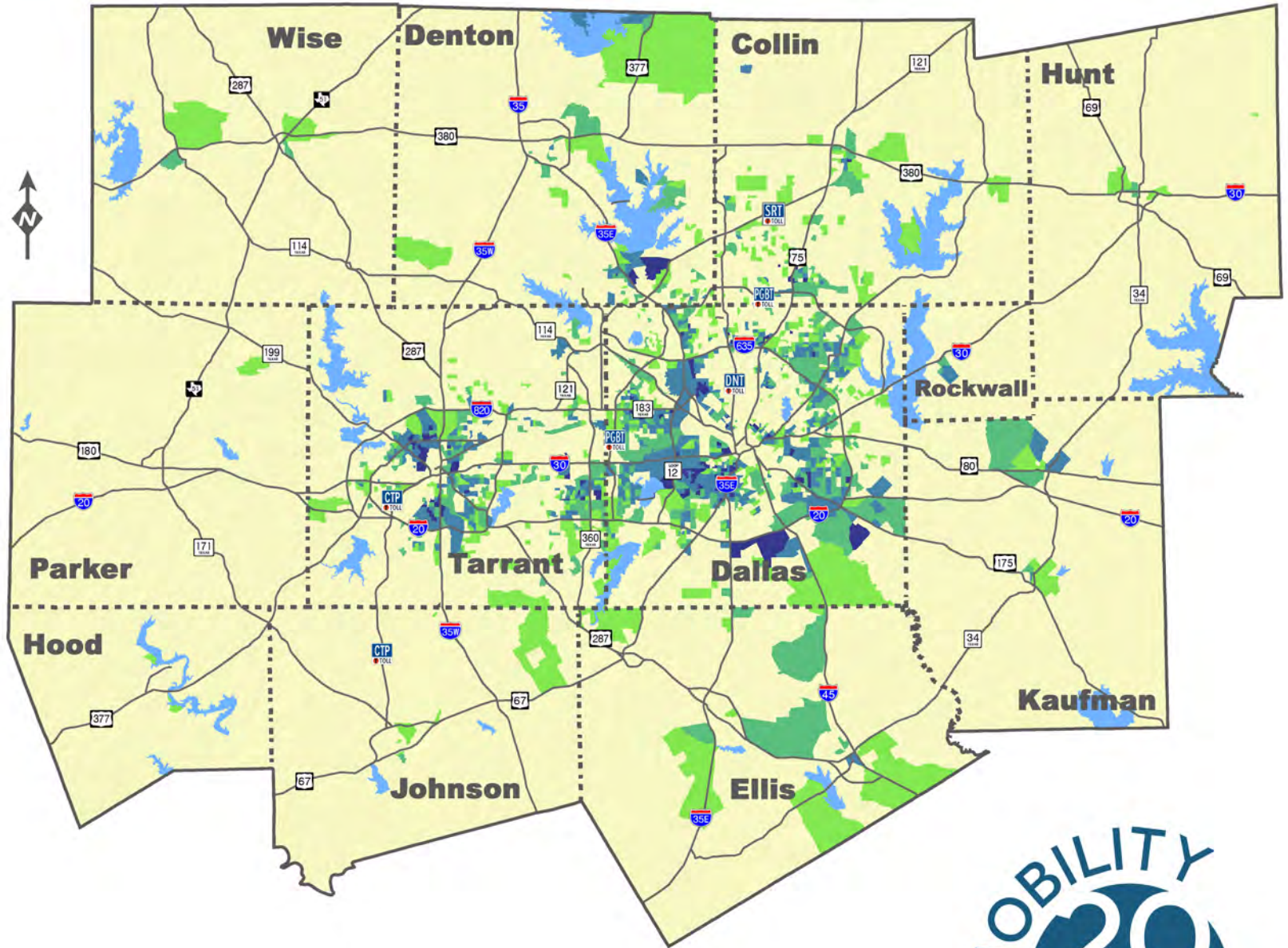
Limited English Proficiency: All Languages

Percentage by Block Group

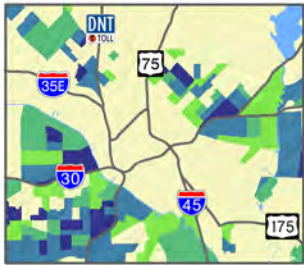


Major Roads

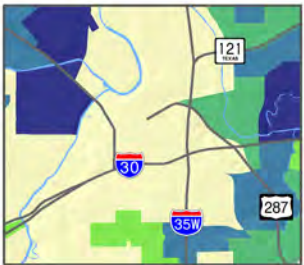
*Regional Block Group Average



Dallas CBD



Fort Worth CBD



North Central Texas
Council of Governments

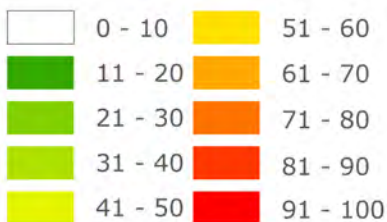
March 2016



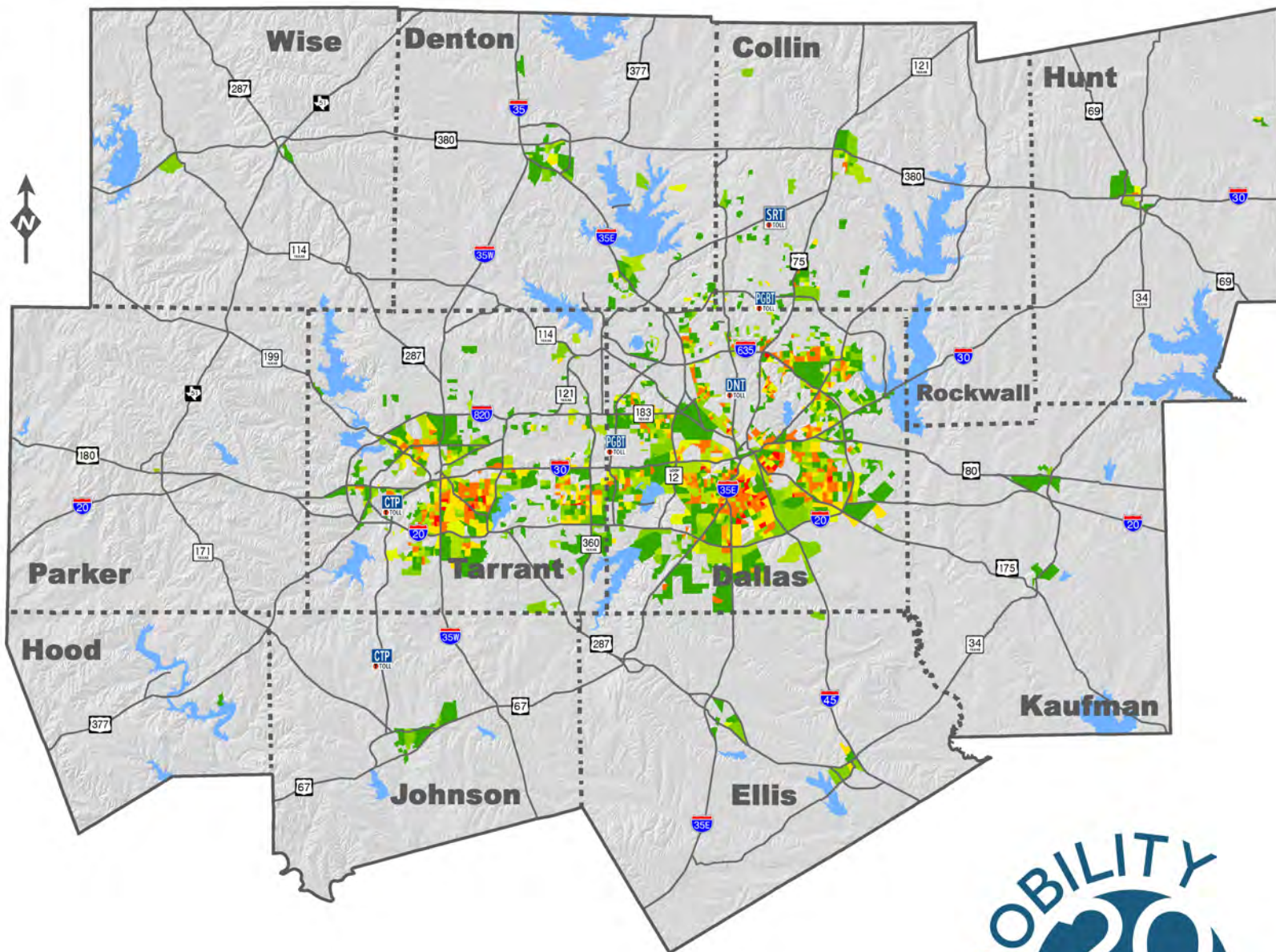
Limited English Proficient (LEP) individuals do not speak English as their primary language and have a limited ability to read, speak, write, or understand English. NCTCOG defines LEP as individuals that answered on the Census that their ability to read, speak, write, or understand English is less than "very well". The regional average of LEP persons per block group is 13.69 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.

Environmental Justice Index

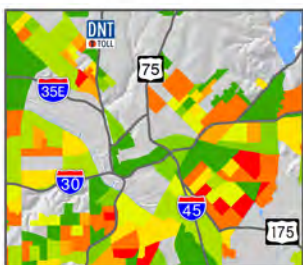
Block Group EJI Score



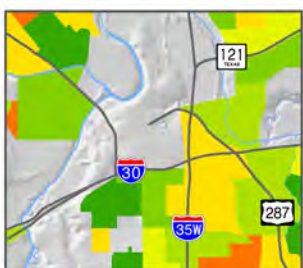
— Major Roads



Dallas CBD



Fort Worth CBD



March 2016



The Environmental Justice Index (EJI) scores three variables: persons per square mile, percent below poverty, and percent minority. Scores are assigned based on density and a comparison to the regional average; the scores are multiplied to obtain an EJI of 1 to 100. Block groups are displayed based on their EJI score in intervals of 10, from 1 to 100. Data is from the 2009-2013 American Community Survey 5-Year Estimates. The EJI is meant to be a preliminary screening tool to identify areas that may need additional analysis when considering EJ groups in a plan, project, or program.

EJI Users Guide

Executive Order 12898 defines Environmental Justice (EJ) populations as low-income and minority groups. This legislation also states that federally funded agencies must identify and address disproportionately high and adverse impacts of their plans on EJ populations. The Environmental Justice Index (EJI) is a methodology used to map concentrations of EJ populations using demographic data and is based on the NCHRP Report 532 “Effective Methods for Environmental Justice Assessment.” This mapping technique is meant to be a tool to identify concentrations of EJ populations for further analysis and is not meant to act as the analysis itself. This methodology is best used on a large-scale regional geography to see how a particular area compares to the entire region. To obtain an EJI score, individual Census block groups are assigned a score of 1 to 100 based on an index of three variables: population density, percentage of individuals below poverty, and percentage of minorities. The scope and specific needs of your project should be examined when determining the appropriate critical score, or minimum EJI score, for further analysis. Data for the tool is based on the 2009-2013 American Community Survey (ACS) five-year estimates.

Methodology

To obtain the EJI score, three variables are assigned an individual score based on their value and then multiplied together for the final value (from 1 to 100). The variables used are population density of the block group (POP), percent total minority (MAV), and percent below poverty (ECO). This method aggregates the two federally designated EJ populations (minority and low income) to identify concentrations of these combined populations. By aggregating the populations, the distribution of both categories can be shown on one map, which allows for an initial screening to identify areas where additional analysis may be needed.

EJI formula: **(POP) X (MAV) X (ECO)**

Scoring Variables

POP = *population density*

The variable POP reflects population density, or the number of people per square mile (sq. mi.) in a block group. To determine the density of each block group, the total population was divided by the total land area of the block group. Next, block groups were ranked based on their population densities. Based on this ranking, the block groups were assigned a score of 0 to 4. The score ranges are based on natural breaks in the population densities. Block groups that received a score of 0 have relatively low densities while block groups with a score of 4 have relatively high densities. A score of 0 is possible because the EJI is meant to identify concentrations of low-income and minority populations, not dispersed groups.

Score	Density Value (population/sq. mi.)	Corresponding Rank
0	≤ 148	0-5%
1	> 148 and ≤ 457	6-10%
2	> 457 and ≤ 1,368	11-20%
3	> 1,368 and ≤ 3,102	21-40%
4	> 3,102	41-100%

MAV = *presence of minority population*

The variable MAV is the percentage of total minority persons in the block group. Populations that are considered minority for this mapping technique include:

- American Indian/Alaska Native Race
- Asian Race
- Black/African American Race
- Hispanic Ethnicity
- Native Hawaiian/Pacific Islander Race
- Some Other Race (Non-White)
- Two or More Races (Could include White)

Total Minority is the sum of the number of individuals who are Hispanic and the number of non-Hispanic individuals who identify as one of the above minority race categories alone. These groups were chosen to avoid double-counting Hispanics who also identified themselves as a race or races other than white. The regional average of minority persons per block group used for the 2013 comparison is 49.87 percent. Each block group is assigned a MAV score corresponding to the percentage of minorities in that block group compared to the regional average (RA).

Score	Percent Minority
1	≤ RA
2	> RA and ≤ 1.33 X RA
3	>1.33 X RA and ≤ 1.66 X RA
4	>1.66 X RA and ≤ 2.0 X RA
5	>2.0 X RA

ECO = *presence of low-income populations*

The variable ECO is the percentage of persons who are classified as living below the poverty level. To establish the percentage of persons below the poverty level, two census variables were used: “total population for whom poverty status is determined” and “income in the past 12 months below poverty level.” Percentages were based on these variables because poverty status is not established for the entire population; actual percentages could be underestimated had total population been used. The regional average of persons below the poverty level per block group used for the 2013 comparison is 15.59 percent. Each block group is assigned an ECO score corresponding to the percentage of individuals below the poverty line in that block group compared to the regional average.

Score	Percent Below Poverty Line
1	≤ Regional Average (RA)
2	> RA and ≤ 1.33 X RA
3	> 1.33 X RA and ≤ 1.66 X RA
4	> 1.66 X RA and ≤ 2.0 X RA
5	> 2.0 X RA

Example Calculation:

In Block Group A, the population density is 900 people per square mile, 52 percent of individuals are minorities, and 28 percent of individuals live below the poverty line.

POP: The population density falls between 11% and 20% percent of values, earning a score of **2**.

MAV: The percentage of minorities is 1.04 times the RA (0.52/0.4987). This percentage is above the RA and less than 1.33 times the RA, so the MAV score for this block group is **2**.

ECO: The percentage of low-income individuals is 1.80 times the RA (0.28/0.1559). This percentage is between 1.66 and 2.0 times the RA so the ECO score for this block group is **4**.

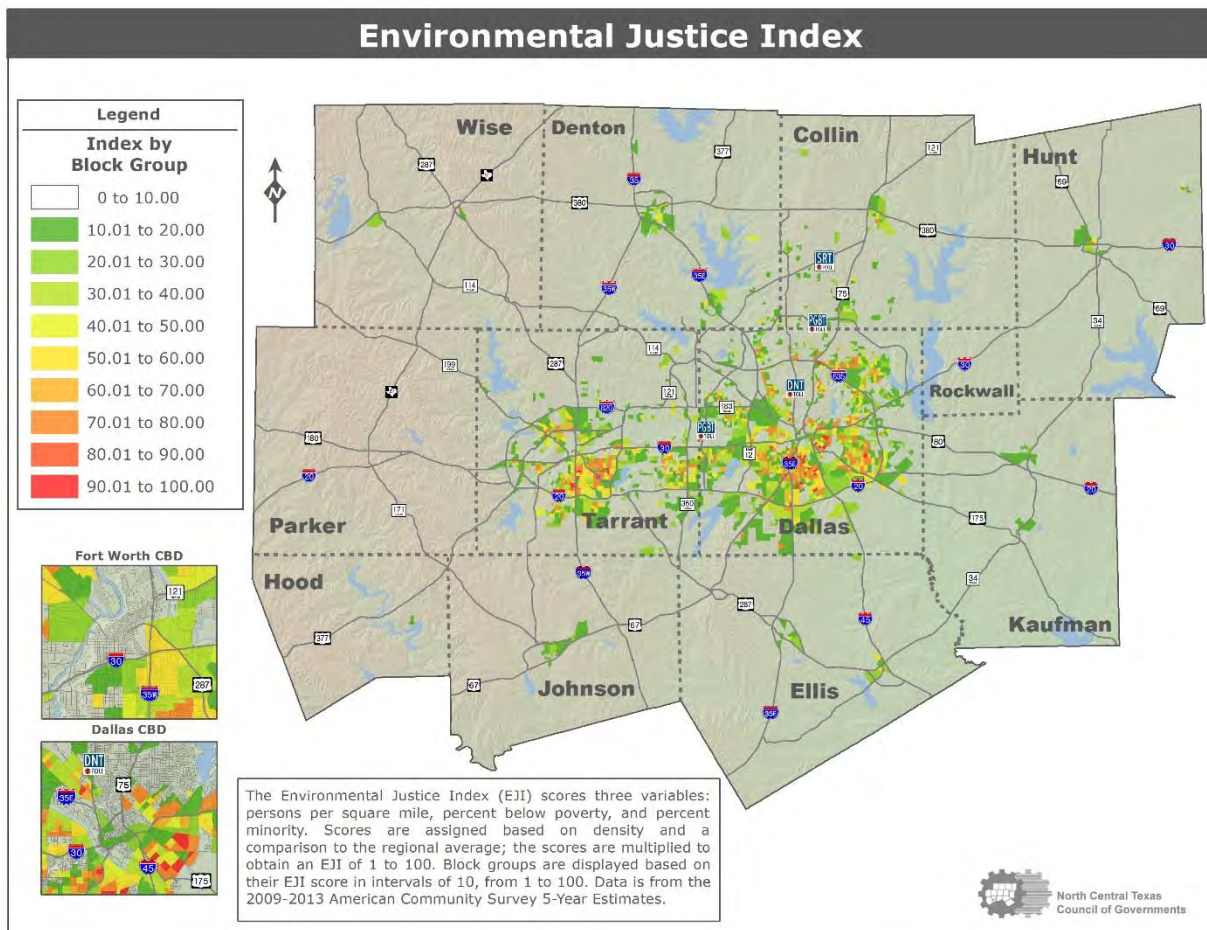
$$\mathbf{EJI = (POP) \times (MAV) \times (ECO)}$$

$$\mathbf{2 \times 2 \times 4 = 16}$$

Upon first glance, an EJI score of 16 tells us that this block group has a relatively low concentration of EJ populations, because the highest possible score is 100. However, the percentage of low-income individuals is 1.80 times the RA, which is high. Therefore, a limitation of the EJI is that a block group with a high score for one variable may not have a high overall EJI score if the other two variables are not also high. Therefore, it is helpful to also view the population characteristics individually to fully understand the demographics of the particular geography. Percentage of people below poverty, individual minority races, and Hispanic ethnicity can also be mapped; data on these individual characteristics can be found in the EJI attribute table.

Displaying the Results

The results of the EJI are displayed in increments of 10 (i.e. 0 to 10, 11 to 20, 21 to 30, etc.). Areas with scores above 0 indicate the presence of a relatively concentrated EJ population. The higher the EJI score, the higher and more concentrated the presence of EJ populations. To be inclusive, typically an EJI score above 10 represents an area that is potentially vulnerable to adverse impacts of transportation plans and policies. However, this critical score can change based on the scope and needs of a specific project. With the current score possibilities, it is impossible for the total EJI score to fall within the 81 – 90 range.



Additional Layers

Additional variables are also included in the EJI database. These variables are not federally mandated as EJ population characteristics but can add value to the overall analysis. These variables include:

- Age 65 and Over Population
- Zero-Car Households
- Female Head of Household (single mother with own children under 18 living with her)
- Limited English Proficient (LEP) Populations (individuals that speak English less than “very well”)
 - Total LEP Population
 - Spanish LEP Population
 - Asian Languages LEP Population
 - Indo-European Languages LEP Population
 - Other Languages LEP Population

Using the Database

Should you need to use the database for specific calculations, a list of the fields in the attribute table and their meanings is provided below.

Field	Description
GEOID10	Census 2010 Block Group
SQMI	Land Area in Square Miles
TotPop	Total Population
popden	Population Density
PerMinorit	Percent Non-white plus Hispanic
PerLinc	Percent of Persons in Poverty
per65plus	Percent of Persons Aged 65 and Over
pernocar	Percent of Households Without a Car
perLEP	Percent of Persons who do not Speak English Very Well SF3
dvpop	Assigned value for Population Density
dvmav	Assigned value for Percent Minority
dveco	Assigned value for Percent in Poverty
EJI	Environmental Justice Score
PCT_SPAN	Percent Spanish population with limited English proficiency
PCT_INEU	Percent Indo-European population with limited English proficiency
PCT_ASP	Percent Asian population with limited English proficiency
PCT_OTH	Percent Other population with limited English proficiency
PCT_LEP	Percent total population with limited English proficiency
KnownPovStatus	Persons for whom the poverty status is determined
TotalMinority	Total minority population
Age 65	Total population of age 65 and over
P042001	Total Non-Institutionalized population over 5 years age
H044001	Total Occupied housing units
No car	Total households with no car

Benefits of Using the EJI

The EJI can help transportation agencies comply with federal legislation related to the avoidance of adverse impacts that plans and policies may have on environmental justice populations. Furthermore, the EJI can be used as a screening technique to identify areas where more detailed assessment should take place for long-range transportation planning, project programming, public outreach, identifying potential needs for transit service, and other applications. Finally, the EJI facilitates this screening process because it allows users to look at aggregated population characteristics on a single map.

Limitations of the EJI

The results of the index are meant to serve as a guide to identify concentrations of environmental justice populations for further analysis; they do not definitively locate communities that are depressed or in need of services. Because the EJI is an aggregation of variables, it is often necessary to look at the individual population characteristics for a more detailed analysis, because one low variable could potentially skew the results. All of the data for the current EJI is based on the 2009-2013 ACS five-year estimates, because not all of the population characteristics are included in the 2010 Census. A known limitation of the ACS is that the dataset uses smaller sample sizes than the decennial Census.

Changes between the 2010 and 2013 EJI

The previous version of the EJI utilized data from the 2010 Census and the 2006-2010 ACS 5-Year Estimates. The outlying counties of the MPA experienced little change in EJ populations from 2010 to 2013. In the two urban counties, Dallas and Tarrant, the number of block groups receiving EJI scores remained steady but the values of those scores decreased.

While these changes seem to indicate an overall reduced presence of EJ populations, the actual number of low-income and minority individuals has increased in the MPA from 2010 to 2013. Two factors may address why EJI scores have not also increased throughout the region:

- As the regional average of EJ individuals increases, block groups must reach a higher concentration to receive a high EJI score.
- Because the EJI identifies areas with high concentrations of EJ populations, it is possible that these populations, while growing, have become less concentrated.

Conclusions

The EJI can help agencies initially identify where concentrations of EJ populations are located, but it should not be the sole analysis used in a project. In conjunction with more detailed, project-specific analyses, the EJI can be treated as a preliminary step toward avoiding disproportionately high and adverse impacts of plans and policies on EJ populations. As the North Central Texas region continues to change demographically, adjustments may be made to the way the EJI scores are calculated to better reflect the weight of individual characteristics.

Appendix

Census Tables Used for Demographic Data:

Population Characteristic	Data Source
Total Population	2009-2013 ACS, SF Table B01001
Total Minority	2009-2013 ACS, SF Table B03002
Below Poverty Line	2009-2013 ACS, SF Table B17021
Over 65	2009-2013 ACS, SF Table B01001
Female Head of Households	2009-2013 ACS, SF Table B11003
LEP	2009-2013 ACS, SF Table B16004
Zero-Car Households	20096-2013 ACS, SF Table B25044

Relevant Literature

National Cooperative Highway Research Program. "NCHRP Report 532: Effective Methods for Environmental Justice Assessment." Washington D.C.: Transportation Research Board, 2004.

NCTCOG Programmed Federal Transit Funds by County: FY14-FY16				
	Federal Funds	Percentage of Federal Funds	Percentage of Regional Minority Population	Federal Funds Attributed to Regional Minority Population
Collin	\$ 14,092,291	2.48%	9.30%	\$ 1,311,062
Dallas	\$ 252,437,200	44.37%	49.45%	\$ 124,825,062
Denton	\$ 21,528,285	3.78%	7.61%	\$ 1,638,982
Ellis	\$ 359,314	0.06%	1.62%	\$ 5,810
Hood	N/A	0.00%	0.22%	\$ -
Hunt	\$ 194,590	0.03%	0.67%	\$ 1,311
Johnson	\$ 703,190	0.12%	1.11%	\$ 7,836
Kaufman	\$ 1,277,612	0.22%	0.98%	\$ 12,546
Navarro	\$ 196,316	0.03%	N/A	N/A
Parker	\$ 1,619,522	0.28%	0.55%	\$ 8,912
Rockwall	\$ 51,240	0.01%	0.65%	\$ 333
Tarrant	\$ 276,466,600	48.59%	27.45%	\$ 75,900,365
Wise	N/A	0.00%	0.38%	\$ -
Total	\$ 568,926,161	100.0%	100.0%	\$ 203,712,219

Notes:

¹ Table includes federal funding awarded from the Congestion Mitigation and Air Quality (CMAQ) program and Federal Transit Administration (FTA) Sections 5307, 5309, 5310, 5337, and 5339 programs.

² County federal funds are estimated based on public transportation agency allocations of service by county.

³ The total federal funds is within 0.2% of actual total funds awarded for fiscal years 2014-2016.

⁴ Projects awarded with FY 2016 funds have not yet been implemented. Therefore, county allocations are approximate.

⁵ Minority data is from the 2009-2013 American Community Survey Five-Year estimates.

⁶ Navarro County is within the 16-county NCTCOG region, but not the 12-county MPA region.

NCTCOG Programmed Federal Transit Funds: Total for FY14-FY16					
Fiscal Year		2014	2015	2016	Total
Grant Program	5307	\$ 82,939,638	\$ 83,534,355	\$ 84,520,964	\$ 250,994,957
	5309	\$ 8,726,854	\$ 51,162,078	\$ 159,590,381	\$ 219,479,313
	5310	\$ 3,415,712	\$ 3,409,659	\$ 3,560,212	\$ 10,385,583
	5337	\$ 21,253,483	\$ 20,338,784	\$ 23,602,700	\$ 65,194,967
	5339	\$ 6,881,244	\$ 6,779,096	\$ 6,191,777	\$ 19,852,117
	CMAQ	\$ -	\$ 8,000,000	\$ -	\$ 8,000,000
	Total		\$ 123,216,931	\$ 173,223,972	\$ 277,466,034

Notes:

¹ Table includes funding not yet awarded through a competitive Call for Projects.

NCTCOG Remaining Programmed Transit Funds: FY14-FY16							
	Federal Funds	State Funds	Regional Funds	Total Federal, State and Regional Funds	Percentage of Federal, State, and Regional Funds by County	Percentage of Regional Minority Population	Federal Funds Attributed to Regional Minority Population
Collin	\$ -	\$ -	\$ 7,916,000	\$ 7,916,000	4.01%	9.30%	\$ 736,457
Dallas	\$ 36,675,714	\$ 51,382,585	\$ 1,251,730	\$ 89,310,029	45.25%	49.45%	\$ 44,161,993
Denton	\$ 15,278,516	\$ -	\$ 32,363	\$ 15,310,879	7.76%	7.61%	\$ 1,165,641
Ellis	\$ -	\$ -	\$ -	\$ -	0.00%	1.62%	\$ -
Hood	\$ -	\$ -	\$ -	\$ -	0.00%	0.22%	\$ -
Hunt	\$ -	\$ -	\$ -	\$ -	0.00%	0.67%	\$ -
Johnson	\$ 422,052	\$ -	\$ -	\$ 422,052	0.21%	1.11%	\$ 4,703
Kaufman	\$ -	\$ -	\$ -	\$ -	0.00%	0.98%	\$ -
Parker	\$ -	\$ -	\$ -	\$ -	0.00%	0.55%	\$ -
Rockwall	\$ -	\$ -	\$ -	\$ -	0.00%	0.65%	\$ -
Tarrant	\$ 27,572,827	\$ 23,926,211	\$ 25,500,000	\$ 76,999,038	39.01%	27.45%	\$ 21,139,100
Wise	\$ -	\$ -	\$ -	\$ -	0.00%	0.38%	\$ -
Regional/Various	\$ 6,346,350	\$ -	\$ 1,069,270	\$ 7,415,620	3.8%	N/A	N/A
Total	\$ 86,295,459	\$ 75,308,796	\$ 35,769,363	\$ 197,373,618	100.0%	100.0%	\$ 67,207,894

Notes:

¹ Table includes all capital public transportation projects in the roadway section of the TIP with federal, state, or regional funds.

² Programmed funds may not be obligated yet.

³ Funds data is from the July 2016 Cycle TIP Database.

⁴ Minority data is from the 2009-2013 American Community Survey Five-Year estimates.



SOCIAL CONSIDERATIONS

Mobility 2040 Supported Goals

- Ensure all communities are provided access to the regional transportation system and planning process.
- Encourage livable communities which support sustainability and economic vitality.
- Preserve and enhance the natural environment, improve air quality, and promote active lifestyles.
- Provide for timely project planning and implementation.

Public Benefits of the Transportation System

The transportation system provides residents in the North Central Texas region access to jobs, medical care, education, recreation, and cultural activities. Easy access to daily destinations and multiple transportation options contribute to the quality of life in a neighborhood, city, or region. In coordination with local governments and transportation partners, the North Central Texas Council of Governments aims to develop transportation infrastructure that is accessible to all.

Although most North Central Texans choose to drive, it is crucial to provide other transportation choices. Opportunities to walk, take transit, or cycle are linked to healthy communities. Walking can improve the environment and personal health, reduce traffic congestion, enhance quality of life, and provide economic rewards and other benefits.¹

Mobility 2040 includes policies, programs, and projects that support a range of mobility options that can contribute to healthy, livable communities. By developing active transportation systems such as bicycle and pedestrian facilities, Mobility 2040 promotes physical activity and more equitable

Social Considerations at a Glance:

Engaging the public and addressing their needs is of utmost importance in any public planning process. The North Central Texas Council of Governments proactively seeks to educate North Central Texans and engage them in the transportation planning process. By 2040, over 10 million people are expected to call the region home. Meeting the mobility needs of today and tomorrow requires all stakeholders to coordinate and collaborate. Nondiscrimination also plays a vital role in the transportation planning process. Through public outreach and analysis, the Regional Transportation Council seeks to understand and address the needs of the North Central Texas community.

In This Chapter:

- Regional Population and Employment Trends
- North Central Texas Population Profile Changes
- Cultural Trends
- Nondiscrimination Efforts
- Regional Environmental Justice Analysis
- Public Involvement

Did You Know ...

... by the year 2040, the 12-county Metropolitan Planning Area is forecasted to grow to 10.7 million residents, a 48 percent increase in the North Central Texas population?

... job accessibility will increase for protected populations by 53 percent if the Mobility 2040 roadway and transit recommendations are built by the year 2040?

“Simple justice requires that public funds, to which all taxpayers of all races contribute, not be spent in any fashion which encourages, entrenches, subsidizes, or results in racial discrimination.”

John F. Kennedy, 1963

¹ Pedestrian and Bicycle Information System, 2010, www.walkinginfo.org

communities. Additional information on healthy communities is found in the **Environmental Considerations** chapter.

Considerations for healthy, livable, and sustainable communities should be integrated into the transportation planning process. This chapter analyzes the social impacts of the regional transportation system. The **Environmental Considerations**, **Operational Efficiency**, and **Mobility Options** chapters of Mobility 2040 recommend programs and projects that support healthy, livable, and sustainable communities for the existing and future residents of the region.

Regional Population and Employment Trends

Regional population and employment trends and forecasts analyze where residents live, work, and carry out leisure activities, and predict where residents will do these things in the future. Transportation planners need this information in order to provide facilities and connections that meet the mobility and accessibility needs of existing and future populations.

The region has added approximately 1 million people per decade since 1970.

According to the US Census Bureau, the Dallas-Fort Worth-Arlington Metropolitan Statistical Area is the fourth most populous in the country and the most populous in the state. In 2014, the Metropolitan Statistical Area was also the

second fastest growing area in the United States after the Houston region.² From 2010 to 2014, the region added nearly 400,000 residents. Forecasts project that these growth trends will continue through 2040.

Several key demographics transportation planners must consider are the density, size, and profile of the population. These characteristics impact where transportation improvements will be needed in order to curb congestion and affect the land use-transportation connection. These two aspects are explored further in the **Mobility Options** chapter and the *Sustainable Development* portion of the **Operational Efficiency** chapter.

² The Dallas-Fort Worth-Arlington Metropolitan Statistical Area is a Census designation that consists of Collin, Dallas, Delta, Denton, Ellis, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.

Historical Population Growth

In 2010, the 12-county Dallas-Fort Worth Metropolitan Planning Area had a population of approximately 6.4 million.³ By the year 2040, these counties are forecasted to grow to 10.7 million residents. This expected growth represents a 67 percent increase in the population of North Central Texas over 30 years. Historical population growth is important to understanding where populations will grow in the future. **Exhibit 3-1** shows the population distribution by county for 1990, 2000, and 2010.

Exhibit 3-1: Historical Population Growth by County, 1990 to 2010

MPA County	Population					
	1990		2000		2010	
	Number	Percent	Number	Percent	Number	Percent
Collin	264,036	6	491,675	9	782,341	12
Dallas	1,852,810	46	2,218,899	43	2,368,139	37
Denton	273,525	7	432,976	8	662,614	10
Ellis	85,167	2	111,360	2	149,610	2
Hood	28,981	1	41,100	1	51,182	1
Hunt	64,343	2	76,596	2	86,129	1
Johnson	97,165	2	126,811	2	150,934	3
Kaufman	52,220	1	71,313	1	103,350	2
Parker	64,785	2	88,495	2	116,927	2
Rockwall	25,604	1	43,080	1	78,337	1
Tarrant	1,170,103	29	1,446,219	28	1,809,034	28
Wise	34,679	1	48,793	1	59,127	1
Totals	4,013,418	100	5,197,317	100	6,417,724	100

Source: 1990-2010 US Census Data. www.census.gov

The four urban counties – Collin, Dallas, Denton, and Tarrant – had a combined population of 5.6 million in 2010, or 88 percent of the 12-county population. This percentage share has remained stable since 1990. However, the individual population shares for Collin and Denton counties have increased while the

³ 2010 US Census, www.census.gov

shares in Dallas and Tarrant counties have decreased. This change can be attributed to rapidly growing cities in Collin and Denton counties.

Population Forecasts

A population forecast is a projection of how many people will live in a certain area based on factors like past growth trends, development potential, and market demand. Mobility 2040 uses the North Central Texas Council of Governments’ 2040 demographic forecast to develop transportation recommendations. The year 2017 is used as a base year to compare population and employment growth expected to occur by 2040. Based on population forecasts for 2017 and 2040, the total population of the Metropolitan Planning Area (MPA) is projected to increase from 7,235,508 in 2017 to 10,676,844 in 2040. **Exhibit 3-2** represents this 48 percent increase for the region and the growth by individual counties in the MPA.

Exhibit 3-2: Forecasted Population Growth by County, 2017 to 2040

MPA County	2017 Population	2040 Population	Growth	Percent Growth
Collin	951,795	1,560,421	608,626	64%
Dallas	2,600,408	3,357,469	757,061	29%
Denton	804,396	1,241,681	437,285	54%
Ellis	163,695	283,898	120,203	73%
Hood	55,034	81,578	26,544	48%
Hunt	87,279	131,022	43,743	50%
Johnson	158,683	252,521	93,838	59%
Kaufman	114,741	210,097	95,356	83%
Parker	123,181	195,286	72,105	59%
Rockwall	93,430	166,357	72,927	78%
Tarrant	2,020,278	3,094,649	1,074,371	53%
Wise	62,588	101,865	39,277	63%
Totals	7,235,508	10,676,844	3,441,336	48%

Source: NCTCOG 2040 Demographic Forecasts

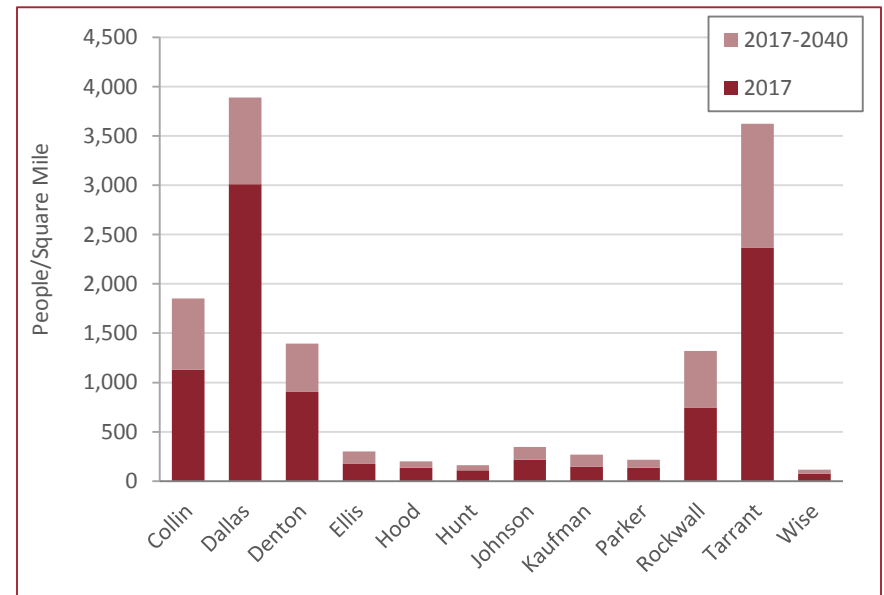
⁴ Population density for the Dallas-Fort Worth MPA is calculated by dividing the total regional population by the area of the region; Exhibits 3-4 and 3-5 show population density by Traffic Survey Zone.

Tarrant County is projected to gain the most population – just over one million residents – between 2017 and 2040. Dallas, Collin, and Denton counties follow Tarrant County in terms of forecasted population growth in this timeframe. Kaufman County is projected to have the greatest percent increase in growth at 83 percent. Counties projected to grow by more than 50 percent include Collin, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise.

Population Density

In addition to population forecasts, population density is critical when planning transportation facilities. Denser areas may warrant more multimodal transportation infrastructure to ensure that residents are able to travel efficiently. In the four urban counties (Collin, Dallas, Denton, and Tarrant), population density is projected to increase from 1,848 to 2,681 people per square mile between the years 2017 and 2040. For the entire MPA, population density is projected to increase from 802 to 1,184 people per square mile.⁴ **Exhibits 3-3, 3-4, and 3-5** show the population density by county and by traffic survey zone between 2017 and 2040. Traffic survey zones are a geographic unit used for transportation planning. They are similar in size to Census block groups.

Exhibit 3-3: Increase in Population Density by County, 2017 to 2040



Source: NCTCOG 2040 Demographic Forecasts

Exhibit 3-3 shows increases in population density by county. The counties with the greatest increases in people per square mile are Tarrant – 1,258; Dallas – 877; Collin – 722; Rockwall – 578; and Denton – 491. In 2040, the five most densely populated counties in the MPA will be Dallas with 3,888 people per square mile; Tarrant with 3,622; Collin with 1,862; Denton with 1,394; and Rockwall with 1,319.

Exhibit 3-4: Population Density in the 12-County MPA, 2017 and 2040

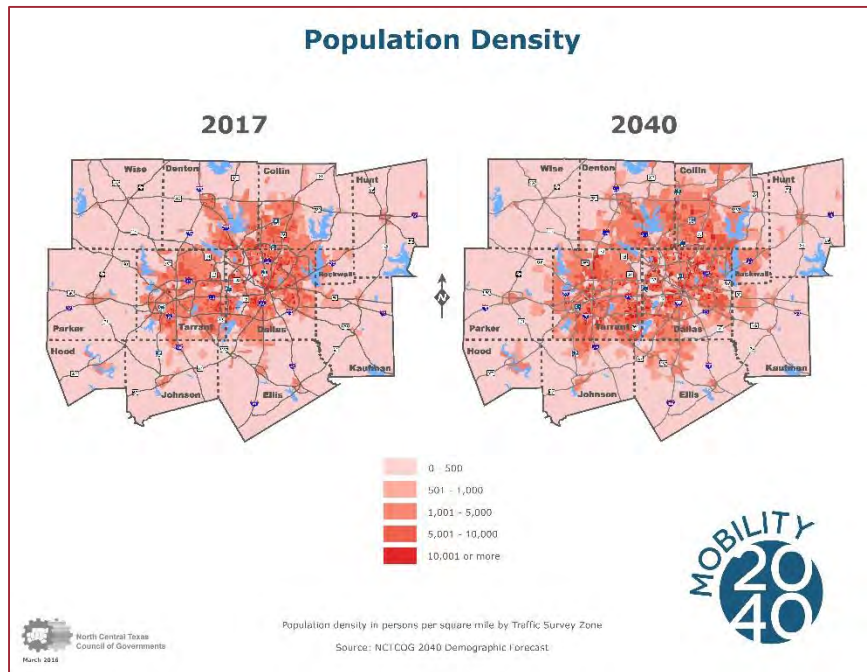
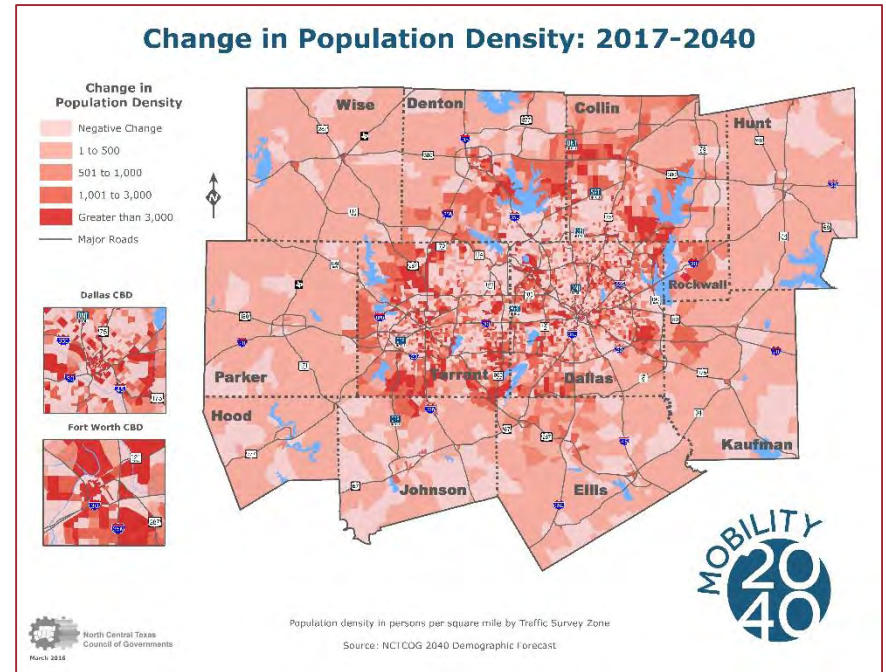


Exhibit 3-5: Change in Population Density in the 12-County MPA, 2017 to 2040



Historic Employment Growth

North Central Texas is a major economic, social, and political center of both Texas and the United States. Job growth continues to flourish in the region and state. The North Central Texas region represents 30 percent of the state’s gross domestic product.⁵ The region is also home to 18 Fortune 500 companies.⁵ From 2000 to 2013, the number of employed individuals in the region increased by 24 percent. The transportation system is central in supporting this growth because it allows for the efficient movement of people and goods. Understanding not only population growth, but employment growth, is critical to transportation planning and to providing the best system to move people to and from jobs.

⁵ North Texas Commission, 2015 Profile of North Texas, <http://ntc-dfw.org/wp-content/uploads/2014/09/2015-NTX-Profile-web.pdf>

Employment Forecast

The North Central Texas Council of Governments forecasts employment growth to ensure that transportation facilities provide the region’s residents with access to jobs. Employment within the 12-county MPA is projected to increase 46 percent from 4,584,235 jobs in 2017 to 6,691,449 jobs in 2040. During the same period, the average employment density in the region is projected to increase from 508 to 742 jobs per square mile.

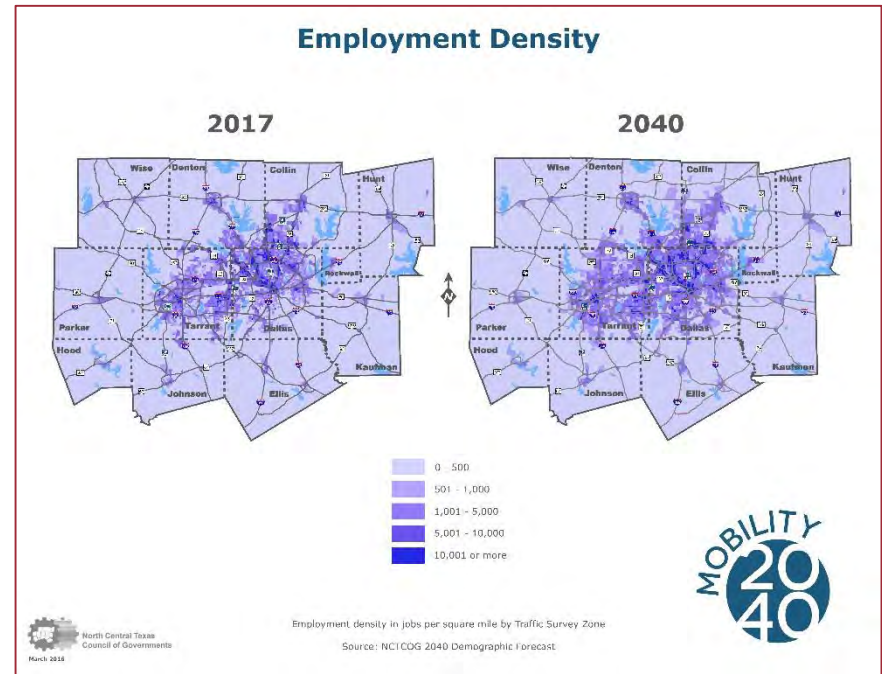
Employment growth in the MPA is shown in Exhibits 3-6, 3-7, and 3-8. The highest increase in the number of jobs is projected to occur in Dallas County with 1,050,448 new jobs for a growth rate of 49 percent. The second-highest increase is projected to occur in Tarrant County with 542,806 new jobs for a 45 percent increase. Hunt County is projected to have the highest rate of employment growth with a 54 percent increase.

Exhibit 3-6: Forecasted Employment Growth by County, 2017 to 2040

County	2017 Employment	2040 Employment	Growth	
Collin	542,493	762,920	220,427	41%
Dallas	2,147,027	3,197,475	1,050,448	49%
Denton	298,071	445,070	146,999	49%
Ellis	68,913	96,872	27,959	41%
Hood	23,703	29,448	5,745	24%
Hunt	45,548	70,099	24,551	54%
Johnson	75,452	105,198	29,746	39%
Kaufman	46,312	64,040	17,728	38%
Parker	62,665	80,404	17,739	28%
Rockwall	39,879	53,372	13,493	34%
Tarrant	1,196,521	1,739,327	542,806	45%
Wise	37,651	47,224	9,573	25%
Totals	4,584,235	6,691,449	2,107,214	46%

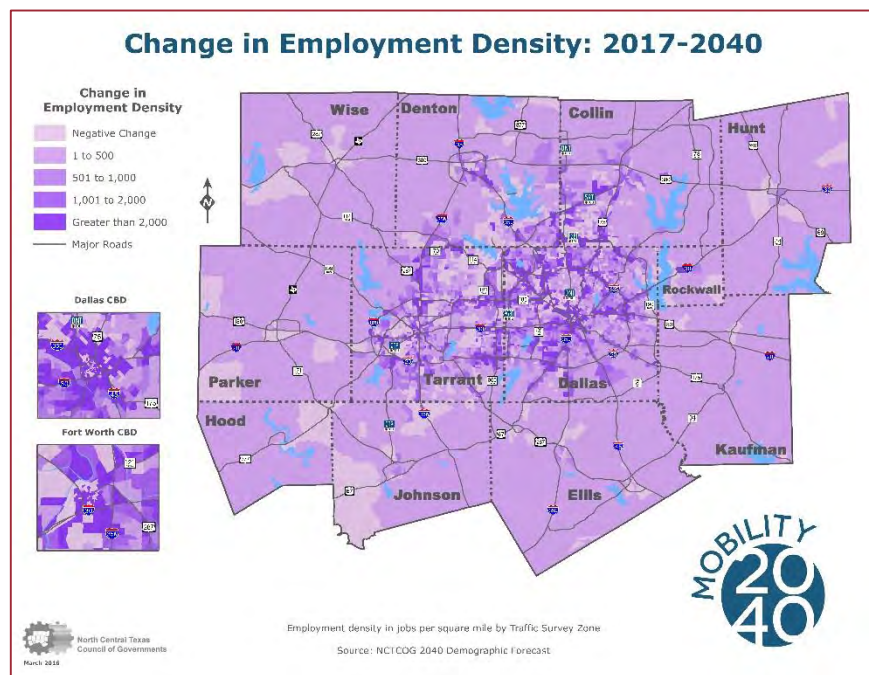
Source: NCTCOG 2040 Demographic Forecasts

Exhibit 3-7: Employment Density in the 12-County MPA, 2017 and 2040



Growth in the region’s employment plays an important role in forecasting population. Regions with job growth retain current residents and attract new ones moving to the area for employment opportunities. Transportation planners use this information to forecast future revenue streams for transportation projects and determine areas that will need additional infrastructure. The region’s employment forecasts show that employment opportunities will continue to grow, leading to long-term economic growth and vitality in North Central Texas.

Exhibit 3-8: Change in Employment Density in the 12-County MPA, 2017 to 2040



North Central Texas Population Profile Changes

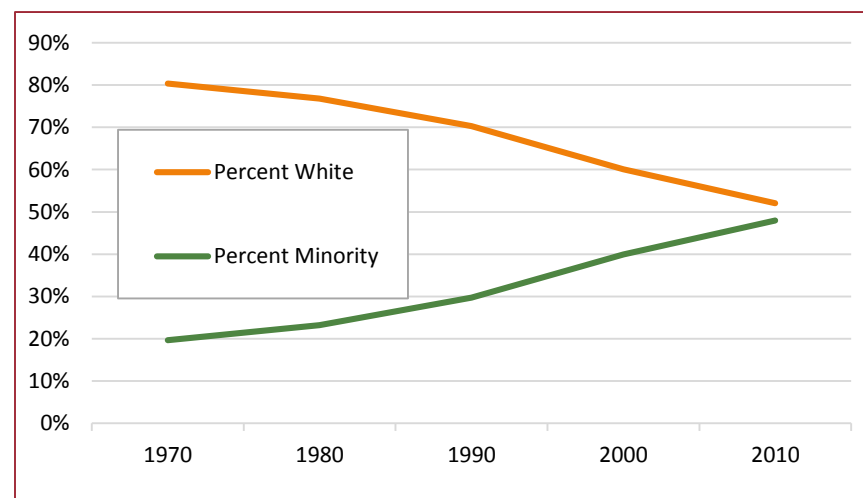
In a region that is demographically diverse, planners must consider how this diversity affects residents' transportation needs. Demographic trends indicate that the region's population profile will change over time in terms of race, ethnicity, income, language, and age. The data source for the majority of the demographic data in Mobility 2040 is the 2013 American Community Survey 5-Year Estimates, the most recent dataset that included all the applicable data at the time Mobility 2040 was developed.

Changes in Race and Ethnicity

Since the 1970s, both the overall population and minority population have increased dramatically in the region. Minority is defined as any person who identifies his or her race as African American, American Indian/Alaskan Native,

Asian, or Hawaiian/Pacific Islander, or who defines his or her ethnicity as Hispanic. Individuals may identify themselves both as one or more races and as Hispanic. To avoid double counting people, individuals who identify themselves as being part of the Hispanic ethnic group or who identify themselves as one of the races listed above and not Hispanic are included in the total minority population. The overall population in the region has increased nearly 160 percent, from 2.5 million people in 1970 to more than 6.4 million in 2010. During the same period, the minority population has increased more than 550 percent, from 500,000 in 1970 to over 3 million in 2010. **Exhibit 3-9** illustrates changes in the region's racial and ethnic make-up over time.

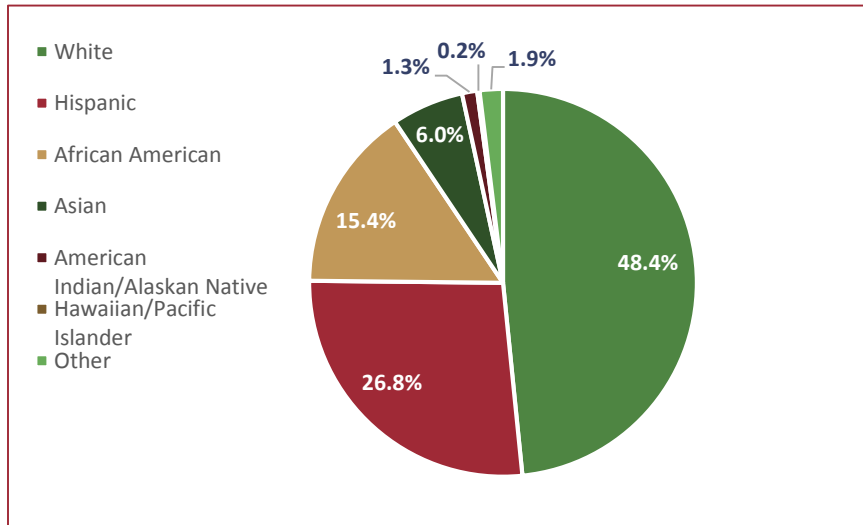
Exhibit 3-9: North Central Texas Population Change, 1970 to 2010



Source: National Historic Geographic Information System. www.nhgis.org

Today, the region is demographically diverse with a total minority population of just over 50 percent. **Exhibit 3-10** illustrates the racial profile of the North Central Texas region in 2013.

Exhibit 3-10: Population by Race and Ethnicity, 2013



Source: 2009-2013 American Community Survey, www.census.gov

Historically, the minority population has grown at a faster rate than the overall population. Based on patterns in birth rates and migration, this trend is expected to continue into the future. A growing number of MPA residents also have been born in foreign countries. The number of individuals who are not native to the United States and were born in a foreign country increased by 46 percent from 2000 to 2013.

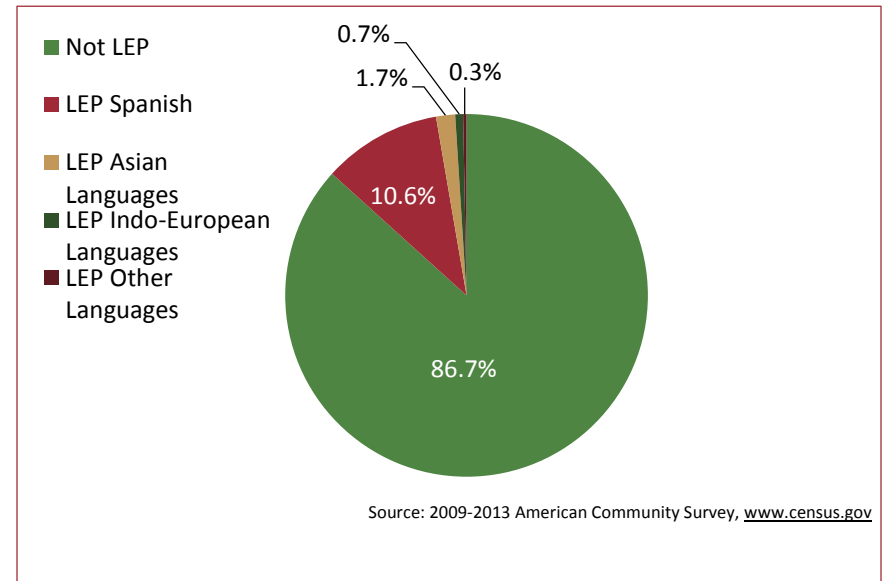
Changes in Income

Income is an additional population indicator that must be considered when planning transportation facilities. Individuals or households with lower incomes may not have access to a working vehicle and must rely on other modes of transportation. Planners are particularly interested in individuals who fall below the poverty level established annually by the Department of Health and Human Services. From 2000 to 2013, the percent of the region’s population that lives below the poverty level increased from approximately 11 percent to 15 percent.

Changes in Language

As North Central Texas continues to become a more diverse region, the number of non-English speaking residents will likely increase. People who identify their ability to read, write, speak, or understand English as less than “very-well” are considered Limited English Proficient (LEP). Transportation planners are concerned with how to effectively engage LEP speakers in outreach. According to the 2009-2013 American Community Survey results, the largest LEP language group in North Central Texas is Spanish-speaking individuals at almost 11 percent of the region’s total population. When all other languages are included, approximately 13 percent of the total population has a limited ability to read, write, speak, or understand English. **Exhibit 3-11** represents the percentage of LEP individuals by language group in the region.

Exhibit 3-11: Limited English Proficiency by Language Group, 2013



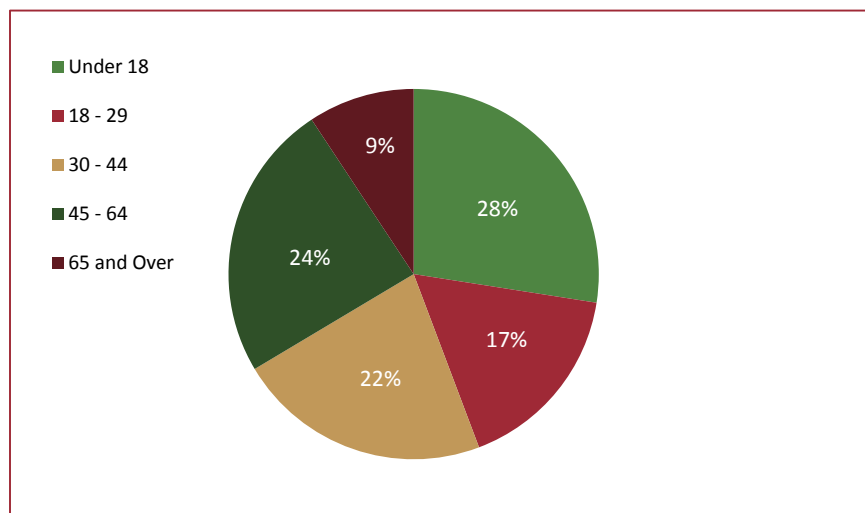
Source: 2009-2013 American Community Survey, www.census.gov

Changes in Age

Changes in age also are important for planners to consider, because different age groups can have different transportation needs. As people age, their travel behavior, preferences for housing location, and service needs may change. **Exhibit 3-12** represents the age profile of North Central Texans. The distribution of age groups remained relatively stable from 1990 to 2010; however, the 65 and

over age group has grown by almost 48 percent between 2000 and 2013, although this group remains less than 10 percent of the total population.

Exhibit 3-12: Age Group Distribution, 2013



Source: 2009-2013 American Community Survey, www.census.gov

The North Central Texas Council of Governments strives to understand the current and future demographics of the region to provide an effective transportation system that meets the needs of a diverse region. Planners must understand the region’s demographics to effectively engage the public or to understand how people travel. Current trends, historical census data, population projections, and economic factors are used to inform decision making. Cultural changes are also important to consider when developing infrastructure recommendations.

Cultural Trends

National trends indicate that residents may be changing their preferences concerning where they live and work; they also show that young people are delaying driving. Although these trends are not as prevalent in North Central Texas as elsewhere, the trends will likely have some impact between now and

2040. The cultural trends discussed below have a direct or indirect impact on how residents may utilize the regional transportation system now and in the future.

Increase in Telecommuting

A report by the Census Department found that the percentage of US workers who work at least one day from home grew from 7 percent to 9.5 percent between 1997 and 2010. The percentage of US workers who worked the majority of their days from home increased from 3.6 percent to 4.3 percent between 2005 and 2010.⁶ In the North Central Texas region, the percentage of workers who worked the majority of their days from home grew from 4.3 percent in 2010 to 4.6 percent in 2013. Telecommuting can reduce demand on the transportation system and decrease the severity of peak-hour congestion.

Preferences of the Baby Boomer Generation

A 2012 national survey conducted by the American Planning Association found that while 39 percent of baby boomers between the ages of 50 and 65 currently live in a suburb where they have to drive to most places, only 7 percent want to live in that kind of suburb and 19 percent want to live in a suburb with walkable amenities.⁷ Despite these stated preferences, researchers who compared national Census data to birth and death records found that members of the baby boomer generation actually left urban counties between 2000 and 2010. The majority of these baby boomers migrated to non-metropolitan counties that featured recreational opportunities and scenic amenities. Dallas County experienced a net loss of baby boomers between 2000 and 2010, while Tarrant County showed a small net increase of younger baby boomers. Rockwall, Kaufman, and Hood counties saw the greatest increase in baby boomers during the last decade.⁸

Preferences of the Millennial Generation

Millennials – people born from 1980 to 1996 – are delaying getting a driver’s license. Nationally, the percent of 18-year-olds with driver’s licenses fell from 80

⁶ US Census’ 2012 Home-Based Workers in the United States, 2010

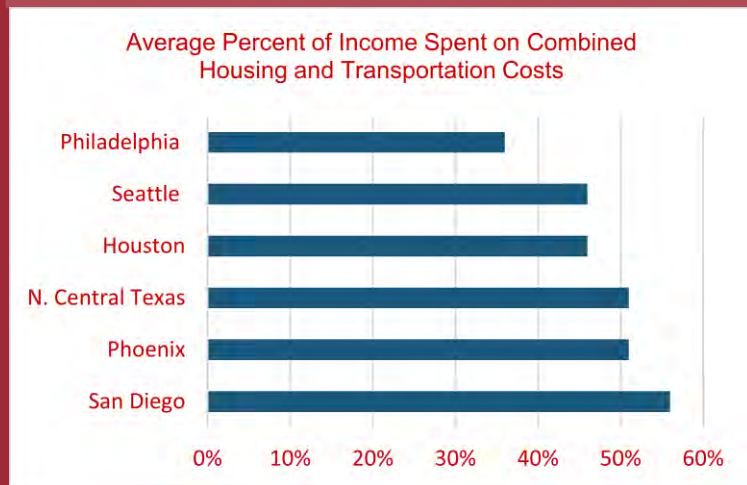
⁷ American Planning Association’s 2014 Investing in Place

⁸ University of Wisconsin-Madison Applied Population Laboratory’s 2013 Age-Specific Net Migration Estimates for US Counties, 1950-2010

percent to 61 percent from 1983 to 2010.⁹ Researchers have suggested many reasons for the drop, including a decrease in employment rates, an increase in the overall cost of driving, the availability of other modes of transportation, the

THE TRUE COSTS OF TRANSPORTATION

Most people consider housing costs to be the primary indicator of cost of living. However, transportation costs also make up a significant portion of household expenses. The Center for Neighborhood Technology (CNT) created the 'Housing and Transportation Affordability Index' to measure affordability of an area based on the cost of housing, and the cost of transportation based on the location of the home. CNT has defined an affordable range for combined housing and transportation costs as consuming no more than 45 percent of household income. Based on the 2013 American Community Survey, the CNT estimates that the average amount households in the MPA spend on housing and transportation costs is 51 percent of their income. This is higher than Philadelphia, Seattle, and Houston; equal to Phoenix; and lower than San Diego.



⁹ Census Bureau's 2014 new Census Bureau statistics show how young adults today compare with previous generations in neighborhoods nationwide

¹⁰ Delbosc, A., and G. Currie. 2013. Causes of Youth Licensing Decline: A Synthesis of Evidence. *Transport Reviews* 33:3 271-290

amount of time spent socializing via the Internet rather than in person, and the rate of young people attending school rather than working full time.¹⁰

Millennials may also be driving less. A Federal Highway Administration study found that the number of miles traveled by young people fell in 2009 compared with 1995 and 2001. The miles traveled by young people also fell compared with other age groups in 2009. However, economic factors, including the recession, may be responsible for some of this drop.¹¹ In North Central Texas, Census data show that the percent of 16- to 19-year-olds traveling to work by carpool increased by about two percentage points from 2007 to 2013 following the recent recession. The percent of 16- to 19-year-olds driving to work alone decreased by about three percentage points in the same timeframe.

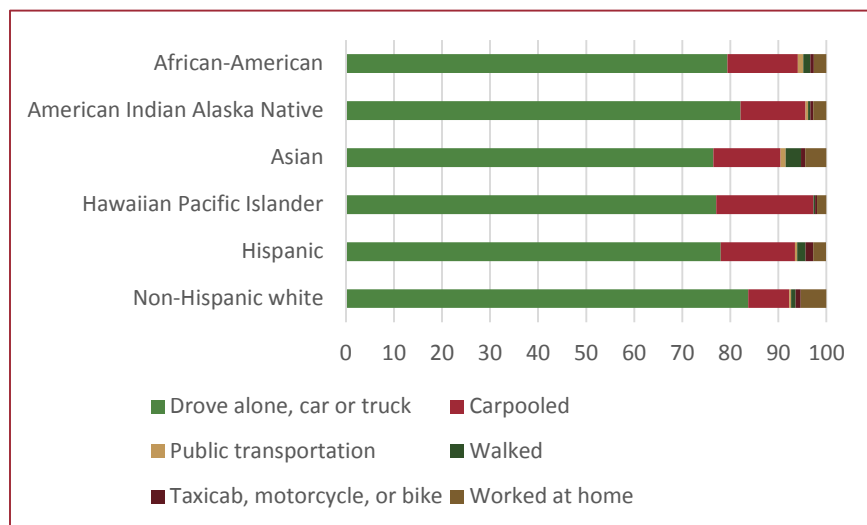
A 2012 survey conducted by the American Planning Association found that people aged 21 to 34 ranked metropolitan features including schools, transit, and safe streets as their third-highest consideration when choosing a place to live, below the cost of housing and transportation, and below jobs and business growth. However, the percent of millennials in North Central Texas who choose commuting options other than driving alone is still very low compared with other metropolitan areas in the country.

Preferences of Racial and Ethnic Groups

As the number of minority and foreign-born residents in the region increases, the transportation system should be responsive to the needs of different cultural groups. However, the overwhelming majority of workers in the region commute to work via car, truck, or van regardless of race or ethnicity, as shown in **Exhibit 3-13**. About 80 percent drive alone to work, and more than 10 percent carpool. Public transit is lightly used by groups in all counties; workers in North Central Texas are about as likely to walk to work as to take public transit. No broad trends emerge that demonstrate that one race or ethnicity prefers one mode of transportation.

¹¹ Federal Highway Administration's *The Next Generation of Travel: Research, Analysis and Scenario Development*. Accessed April 2015

Exhibit 3-13: Mode of Travel to Work by Race and Ethnicity, 2013



Source: 2009-2013 American Community Survey. www.census.gov

Nondiscrimination Efforts

The North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council are committed to providing an equitable transportation system for all residents. Throughout the development of Mobility 2040, nondiscrimination and Environmental Justice principles were incorporated so that no person is excluded from participation in, denied benefits of, or discriminated against in planning efforts. NCTCOG seeks to understand the impacts of programs and activities on the region and Environmental Justice populations through assessment, analysis, and outreach efforts. NCTCOG holds nondiscrimination as a core principle in all efforts, including transportation planning.

Several laws and regulations guide NCTCOG’s Nondiscrimination/Environmental Justice Program. The first piece of nondiscrimination legislation that shapes NCTCOG’s efforts is Title VI of the Civil Rights Act of 1964. Title VI stated that *“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal Financial Assistance.”* Title VI held all agencies that receive federal financial assistance

accountable for their actions and mandated that those agencies ensure their policies and practices were not discriminatory in nature.

The Environmental Justice Movement, as it is known today, started in the early 1980s when low-income and minority populations began to protest the siting of toxic waste landfills in their neighborhoods. These efforts culminated in the signing of Executive Order 12898 in 1994, which mandated federal agencies incorporate Environmental Justice principles into their activities. This has evolved from protecting community human health to include social and economic health.

ENVIRONMENTAL JUSTICE is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with regard to the development and implementation of plans, policies, and programs.

Under federal law, agencies must incorporate Environmental Justice into their activities. The three fundamental principles at the core of Environmental Justice are to:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

NCTCOG seeks, at a minimum, to meet all state and federal regulations relating to nondiscrimination; however, it is the goal of the agency to go above and beyond basic requirements to create a transportation system that is beneficial to all residents of the region. The following objectives guided the creation of Mobility 2040:

- Encourage community participation in the development of Mobility 2040, including traditionally underserved communities.
- Support data gathering and analysis of projects and programs to identify any potentially negative social, economic, health, or environmental impacts on communities.
- Seek to mitigate disproportionately high and adverse human health impacts when identified through analysis or public comment.

These goals are a reflection of NCTCOG’s continual efforts to serve all members of the community throughout the transportation planning process.

Mobility 2040 Policies

Mobility 2040 supports the following nondiscrimination and public involvement policies:

EJ3-001: Evaluate the benefits and burdens of transportation policies, programs, and plans to prevent disparate impacts and improve the decision-making process, resulting in a more equitable system.

EJ3-002: Balance transportation investment across the region to provide equitable improvements.

PI3-001: Meet federal and state requirements to ensure all individuals have full and fair access to provide input on the transportation decision-making process.

PI3-002: Demonstrate explicit consideration and response to the public input received.

PI3-003: Use strategic outreach and communication efforts to seek out and consider the needs of those traditionally underserved by the transportation planning process.

PI3-004: Enhance visualization of transportation policies, programs, and projects.

PI3-005: Provide education to the public and encourage input and engagement from all residents on the transportation system and the transportation decision-making process.

Integrating Nondiscrimination Principles into the Planning Process

Nondiscrimination is an integral concern while planning and developing projects. NCTCOG strives to address the needs of protected populations (low-income and minority individuals) and assess the impacts of activities throughout the span of a project, from planning to implementation. Understanding how populations utilize the transportation system, coupled with the knowledge of demographic trends, helps planners design a system that will accommodate current and future needs.

NCTCOG’s efforts to integrate nondiscrimination principles during planning involve three main components:

- **Assessment:** Identify the location of protected populations in the region. This serves as the first step in identifying potential impacts to protected populations.
- **Analysis:** Analyze the potential impacts of any project, policy, plan, or program recommendation. Staff should identify any disparate impacts of its decisions in the short- or long-term future.
- **Outreach:** Involve all population groups in plans or processes.

The NCTCOG Title VI Program documents all nondiscrimination efforts the department undertakes. This document can be found at www.nctcog.org/ej. The following discussion and analysis focuses on specific efforts to support nondiscrimination in all transportation planning programs, policies, and activities.

Identifying Protected Populations

Executive Order 12898 states that agencies must collect, maintain, and analyze information on Environmental Justice populations located near sites that may have a substantial environmental or economic effect on nearby populations. The magnitude and scope of Mobility 2040’s recommendations require population patterns of the entire region be evaluated.

The first step in the process is to identify where the region’s low-income and minority populations are located. These federally designated populations are referred to as Environmental Justice or protected populations and are defined in **Exhibit 3-14**.

Exhibit 3-14: Federally Designated Environmental Justice Population Definitions

Population	Definition
Black/African American Race	A person having origins in any of the Black racial groups of Africa
American Indian/Alaskan Native Race	A person having origins in any of the original peoples of North and South America who maintain tribal affiliation or community attachment
Asian Race	A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian Subcontinent
Native Hawaiian or Pacific Islander Race	A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands
Hispanic Ethnicity	A person of Mexican, Puerto Rican, Cuban, Central or South America, or other Spanish culture or origin regardless of race
Low-Income	A person whose household income is below the poverty line as determined by the US Department of Health and Human Services

The following groups also are considered throughout the planning process in order to meet the requirements of Title VI:

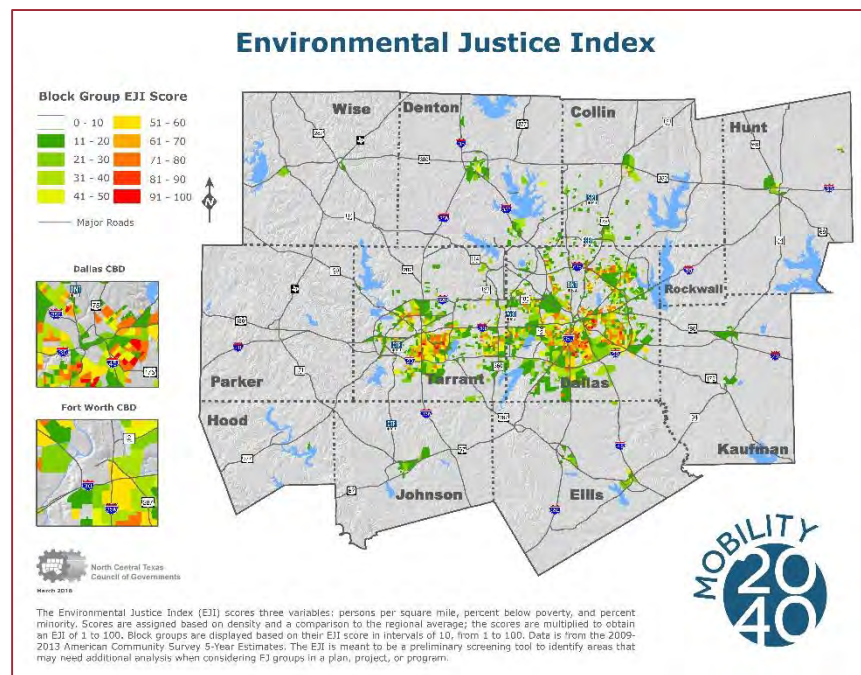
- People aged 65 years and older
- People with disabilities
- People who are Limited English Proficient
- Female head of household (any female-headed household with own children under age 18 present and no husband)
- Zero-car households

Maps depicting the locations of these populations in the region are found in **Appendix B**.

The Environmental Justice Index (EJI) is used by NCTCOG to aggregate low-income and minority populations for analysis. Three variables, including percent below poverty, percent minority, and population density, are used to identify Census block groups with concentrations of minority and low-income populations. The resulting map can help planners easily identify populations for further analysis and examine how recommendations in Mobility 2040 affect protected populations. **Exhibit 3-15** displays the EJI for the North Central Texas 12-county Metropolitan Planning Area. All calculations are based on the 2009-

2013 American Community Survey 5-Year Estimates. There is no ‘critical’ EJI score; any thresholds should be determined by the particular project.

Exhibit 3-15: Environmental Justice Index for the 12-County Metropolitan Planning Area



Regional Environmental Justice Analysis

Nondiscrimination efforts are considered at multiple levels throughout the process, from the long-range plan to project implementation. Analysis is conducted at four levels to ensure no one population bears undue burdens of the transportation system and to provide a greater understanding of how the project will impact a community on a macro and micro level.

Projects proceed through the four levels of Environmental Justice Analysis shown in **Exhibit 3-16**. This section of Mobility 2040 analyzes Environmental Justice at the Metropolitan Transportation Plan level.

Exhibit 3-16: Levels of Environmental Justice Analysis during Transportation Project Development Process

Analysis	Metropolitan Transportation Plan (Mobility 2040)	Regional Priced Facilities	National Environmental Policy Act	Construction/ Project Implementation
Scope	All projects proposed in Mobility 2040 on a regional level	All new priced facilities proposed in Mobility 2040 on a regional level	Project/corridor-specific analysis	Disadvantaged Business Enterprise and contractor requirements
Results	Impacts of proposed projects on regional mobility and accessibility	Regional impacts on communities with the addition of all priced facilities	Localized impacts on a community due to the construction and operation of a project, including noise and air quality concerns	Job Opportunities Program, enhancing Environmental Justice community involvement and outreach

Performance Indicators

Mobility 2040 has identified \$118.9 billion in transportation projects spread over approximately 9,500 square miles. Because of the magnitude of projects to be analyzed, an Environmental Justice assessment of each project is infeasible. For this reason, the Travel Demand Model is used to perform a regional Environmental Justice Analysis on the entire transportation system proposed in Mobility 2040.

One goal of Mobility 2040 is to make transportation options more available for people and goods. This is achieved through enhancing mobility and accessibility. Mobility is the ability for people and goods to travel from one place to another. Mobility can be affected by factors such as design, road capacity, or Intelligent Transportation Systems such as electronic toll collectors and dynamic message signs that inform drivers about traffic conditions. Accessibility describes how well the system provides access to locations and opportunities. Accessibility can be affected by factors such as the cost in time and dollars and the number of modal choices available to reach a location.¹²

Six performance indicators that identify quality-of-life factors affected by accessibility and mobility are used to evaluate the Mobility 2040 recommendations. These performance indicators are shown in **Exhibit 3-17**, and

the results of the Mobility 2040 evaluation are shown in **Exhibits 3-18 through 3-23**.

Exhibit 3-17: Environmental Justice Performance Indicators

Accessibility	Mobility
<ul style="list-style-type: none"> • Number of jobs accessible within 30 minutes by automobile* • Number of jobs accessible within 60 minutes by transit* • Population within 30 minutes to university and regional shopping center special generators • Population within 15 minutes to hospitals 	<ul style="list-style-type: none"> • Average level of congestion • Average travel time

**The travel time thresholds of 30 minutes by auto and 60 minutes by transit are based on regional travel patterns*

Metropolitan Transportation Plan Environmental Justice Analysis Methodology

The Mobility 2040 recommendations were evaluated using the established performance indicators and demographic data from the 2009-2013 American Community Survey (ACS) 5-Year Estimates. Beginning in 2010, the decennial

¹² Accessibility-VS. Mobility-Enhancing Strategies for Addressing Automobile Dependence in the US, Handy, 2002

Census no longer reports income data. Moving forward, the North Central Texas Council of Governments EJI and Metropolitan Transportation Plan Environmental Justice Analysis will acquire this data from the most recent ACS estimates. The ACS data is based on a sample of the population and therefore has a larger margin of error than the decennial Census data. However, this is the most complete data available for this analysis. More information regarding data considerations can be found at www.census.gov.

The following four steps were used to complete the Environmental Justice Analysis for Mobility 2040:

Step 1. Identified Protected Populations: Traffic survey zones with a percentage of low-income or total minority population above the regional average were identified as protected and zones are referred to as the ‘EJ Aggregate Protected Class’ in the results. Traffic survey zones above the regional average for any single population listed in **Exhibit 3-14** were also identified as protected. These results are documented in **Appendix B**. When a traffic survey zone is included as a protected zone, the entire population of the zone is considered protected for this analysis.

Step 2. Calculated Performance Indicators: Protected traffic survey zones were compared to non-protected traffic survey zones for the identified performance indicators. A detailed description of how the performance indicators were calculated can be found in **Appendix B**.

Step 3. Analyzed Network and Demographic Scenarios: The six performance indicators were compared across several scenarios that combined existing or planned transportation networks and current and future demographics:

- **2017 Current Network:** Existing roadway and transit facilities with 2017 population.
- **2040 Build Network:** All roadway and transit facilities recommended in Mobility 2040 with 2040 demographics.
- **2040 No-Build Network:** Existing roadway and transit facilities with 2040 demographics.

- **2040 Priced Facilities No-Build Network:**¹³ All roadway and transit facilities recommended in Mobility 2040, excluding new or expanded priced facilities, and 2040 demographics (results detailed in the **Mobility Options** chapter).

Step 4. Compared Results: Current, Build, and No-Build scenarios were compared for protected and non-protected populations.

The Current network forms the baseline for assessing the impacts of building the Mobility 2040 roadway and transit recommendations. Rerouting current facilities to remedy potential disparities between protected and non-protected groups is not a realistic option; therefore, Mobility 2040 compares the Current and Build scenarios to see the rate at which any disparities are being perpetuated in future plans. Comparing the Build and No-Build scenarios also establishes how effectively the transportation system increases job accessibility while controlling for population growth. The results are compared across the different scenarios to provide a complete picture of how changes in the transportation system impact mobility and accessibility in North Central Texas.

Due to the rapid population growth that is forecast to continue through 2040, some of the performance indicators worsen even in the 2040 Build scenario. The primary purpose of the Regional Environmental Justice Analysis is to determine if the recommendations in the plan have a disproportionate or adverse impact on protected groups when compared to non-protected groups. The following discussion summarizes the results of the Environmental Justice performance indicators. **Appendix B** provides the detailed regional Environmental Justice Analysis results which includes performance indicator outcomes for the aggregate and individual protected populations.

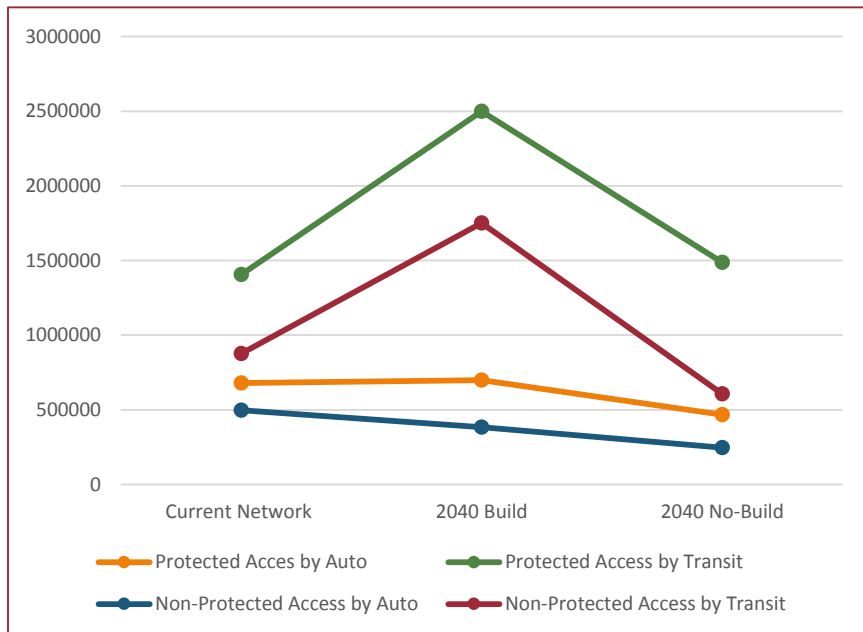
Environmental Justice Results

The results of the Environmental Justice Analysis show that if built (2040 Build), the Mobility 2040 roadway and transit recommendations provide protected populations access to 3 percent more jobs by car and 78 percent more jobs by transit in the future when compared to the Current network. Overall, the protected population would have access to 53 percent more jobs if the Mobility 2040 recommendations are built, compared to a decrease of 6 percent if the recommendations were not built. Both protected and non-protected

¹³ Priced Facilities No-Build network excludes all priced facilities currently under construction and Comprehensive Development Agreements under contract for construction.

populations experience a much higher rise in the number of jobs accessible by transit compared to auto, likely due to increasing traffic congestion. **Exhibit 3-18** reflects the number of jobs accessible for both protected and non-protected populations between the three scenarios. It is important to note that only fixed-route transit is included in this analysis such as rail and bus lines; the results do not include other transit options that exist in the region such as demand-response services.

Exhibit 3-18: Job Access by Auto and Transit



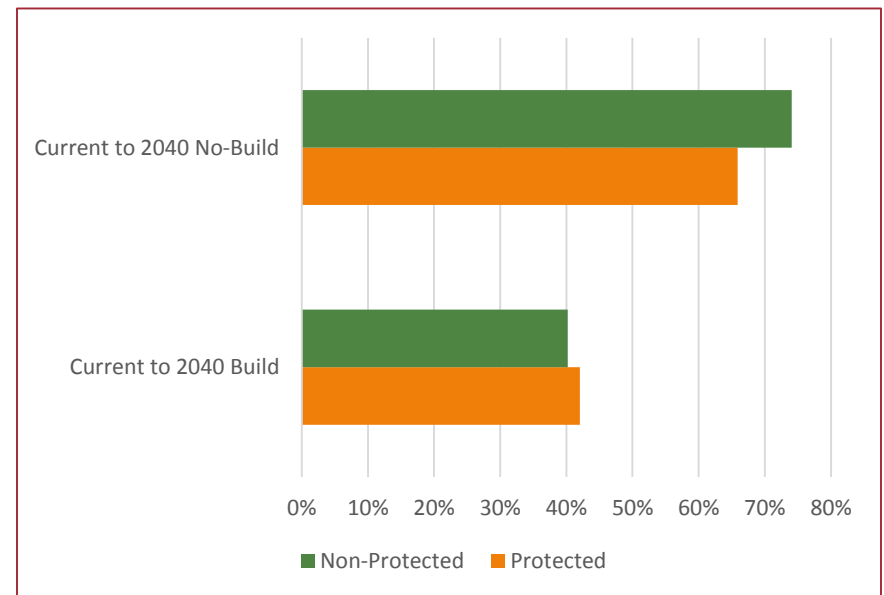
However, if the transportation system remains as it is today, the expected increase in population will cause congestion to worsen for protected and non-protected populations. This will result in a decline in the number of jobs accessible. Both groups experience a loss of mobility and accessibility from the Build to No-Build scenario.

When comparing the impacts from the Current to No-Build scenarios, the non-protected population sees a larger percent decline in access to jobs than the protected populations, with protected population experiencing an overall decrease of 6 percent and the non-protected populations experiencing a 38

percent decrease. This can be attributed to current and future land uses and recommended transportation system improvements in the urbanized areas.

The decrease in access to jobs for non-protected populations, especially in the auto analysis, can be attributed to increased regional congestion. **Exhibit 3-19** displays congestion changes for protected and non-protected populations across the three scenarios. In the Current and Build scenarios, the protected populations experience more localized congestion than the non-protected population. This is likely because the majority of protected populations live close to the urban core where congestion tends to be worse. Congestion will worsen at a faster rate, however, for the non-protected populations in the No-Build scenario, likely due to increased growth outside of the urban core where the concentration of protected populations is lower.

Exhibit 3-19: Localized Congestion Change across Transportation Scenarios

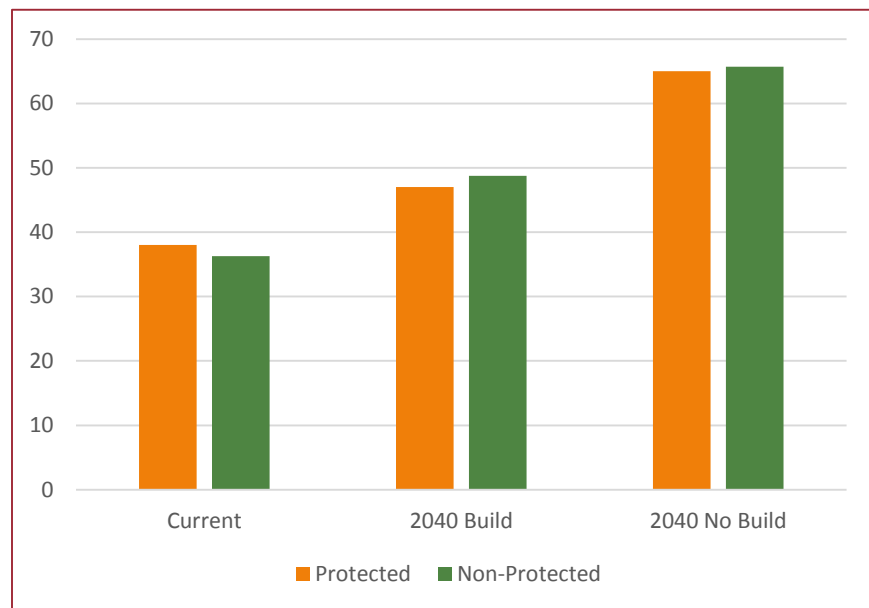


With increased congestion, the length of time to travel a set distance increases. To relate the localized congestion displayed above to everyday travel, the average trip time and length for each scenario was determined. An average mile per hour was calculated to determine the time it would take both protected and non-protected populations to travel 20 miles across all three scenarios. Twenty

miles was used as the threshold because it represents an average commute length in the Dallas-Fort Worth area.

The results in **Exhibit 3-20** are a direct reflection of how future transportation investments will be allocated. A large portion of planned projects are located in urbanized areas where the protected populations are primarily located. Therefore, travel time will increase at a faster rate for the non-protected populations than the protected populations in both the Build and No-Build scenarios.

Exhibit 3-20: Average Time in Minutes to Travel 20 Miles



To determine accessibility to regional attractions, percent of populations within 30 minutes of special generators was calculated. For this indicator, a lower time threshold of 15 minutes is used for hospitals due to the critical nature of accessing emergency care. Results showed that over 90 percent of the protected population is 30 minutes from a university or regional shopping center. This trend remains relatively constant across all scenarios while it decreases across all scenarios for the non-protected population, as seen in **Exhibit 3-21**. Hospital access is significantly higher for protected populations than non-protected populations across all three scenarios, as seen in **Exhibit 3-22**. While the transportation system cannot account for the freedom of choice for a specific

university or hospital for its expertise, it does provide access to basic needs and services.

To assess the impacts of tolled and managed lane facilities recommended in Mobility 2040, the Priced Facilities No-Build Analysis was conducted. Results showed increased mobility and accessibility for protected populations with the addition of these priced facilities. The results and discussion of this analysis can be found in the **Mobility Options** chapter.

Exhibit 3-21: Percent of Population within 30 Minutes of a Special Generator (University or Regional Shopping Center)

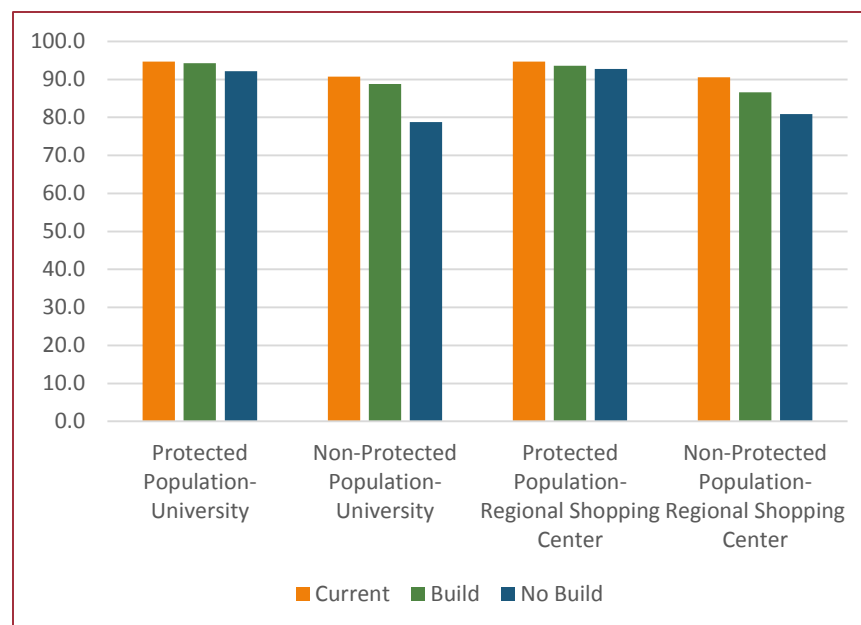
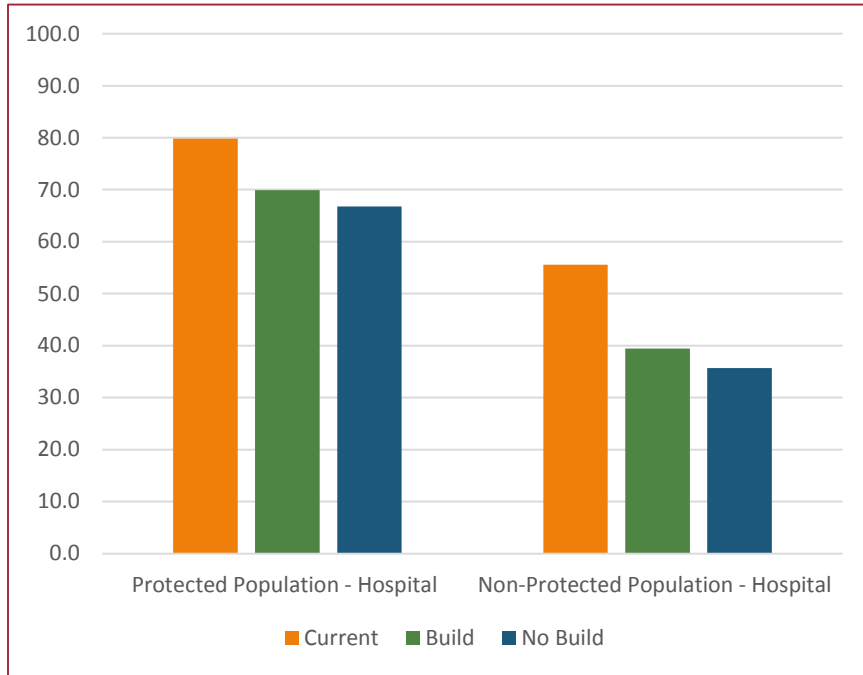


Exhibit 3-22: Percent of Population within 15 Minutes of a Hospital Special Generator



Summary

As a whole, the Mobility 2040 roadway and transit recommendations do not have disparate impacts on protected populations. Overall mobility and accessibility increase for the protected populations in the Build scenario. **Exhibit 3-23** illustrates the overall results of the three main performance indicators for the EJ aggregated population compared to the non-protected population. **Appendix B** contains the complete methodology and results for all protected populations for the Environmental Justice Analysis.

Exhibit 3-23: Environmental Justice Analysis Performance Results for EJ Aggregate Protected Population Compared to Non-Protected Population

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (No-Build vs. Build)
	Protected	3,822,220	5,360,224	5,360,224	
	Non-Protected	3,413,288	5,316,620	5,316,620	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 30 Minutes by Auto	Protected	678,725	467,483	698,384	49.4%
	Non-Protected	497,025	247,168	383,970	55.4%
	Difference	181,700	220,315	314,414	
Number of Jobs Accessible within 60 Minutes by Transit	Protected	1,406,226	1,486,495	2,499,546	68.2%
	Non-Protected	876,136	606,486	1,751,566	188.8%
	Difference	530,090	880,009	747,980	
Percent of Lane Miles Congested	Protected	45%	74%	64%	-10%
	Non-Protected	43%	74%	60%	-14%
	Difference	2%	0%	4%	



PUBLIC INVOLVEMENT

Introduction

A proactive public participation process is vital to ensuring that the transportation planning process fosters meaningful involvement by all users of the system, including the business community, community groups, environmental organizations, freight operators, and the traveling public. Informing stakeholders of critical issues facing the region and providing opportunities to contribute ideas and offer input is important to developing a plan that represents a wide variety of interests and mobility needs without causing adverse effects in the natural and built environment.

The overall objectives of the North Central Texas Council of Governments' Public Participation Plan are that it be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. While federal laws and regulations provide some requirements for public involvement, NCTCOG strives to go beyond these requirements and provide a comprehensive program to ensure all residents of the region are provided an opportunity to participate in decision making and stay informed about efforts to plan a transportation system that will be accessible, financially viable, and sustainable.



Facebook ad in English and Spanish



The PUBLIC PARTICIPATION PLAN addresses the following:

- Public involvement requirements
- Timelines for public comment on various documents
- Environmental Justice
- Public notifications
- Public participation and coordination procedures for environmental documents
- Provisions for holding public meetings with abbreviated comment periods of no less than 72 hours and longer
- Provisions for inclement weather
- Title VI complaint procedures
- Language Assistance Plan
- Online comment opportunities
- Inclusion of technology in seeking feedback/comments
- Evaluation of public involvement strategies

Public Participation Plan

The NCTCOG 2015 Transportation Public Participation Plan guides how and when public involvement will be carried out based on decisions made by the Regional Transportation Council.

Through its Language Assistance Plan, NCTCOG seeks to ensure all residents can provide input on transportation decisions regardless of their ability to read, write, speak, or understand English. The Language Assistance Plan analyzes four factors to identify LEP populations and determine how these individuals are served or are likely to be served by NCTCOG Transportation Department programs. To better provide access to the LEP population, several key documents are translated into Spanish, and Google Translate enables Website visitors to read basic translations of Transportation Department Webpages in 90 languages. Notices to the public about opportunities to provide input include

text in English and Spanish about how to request alternate formats and language translation. NCTCOG makes a reasonable effort to accommodate translation requests if members of the public provide sufficient notice.

Public Involvement Strategies

Public meetings and other opportunities for the public to provide input are held throughout the year. These events seek input on upcoming decisions by the Regional Transportation Council and inform the public of other planning activities. The NCTCOG Transportation Department maintains a database of individuals and groups wishing to receive notice of these events and informs them before every opportunity. NCTCOG also advertises in the Texas Register and in local and minority newspapers. **Exhibit 3-24** lists the different types of media outlets that receive press releases announcing opportunities for public input and other news related to departmental programs and projects.



NCTCOG Public Meeting

Exhibit 3-24: Number of Media Outlets Receiving Press Releases

Local newspapers/magazines (total)	117
Minority newspapers/magazines	11
Television stations (total)	14
Minority television stations	2
Radio stations	8

The Transportation Department also publishes monthly and semiannual newsletters, various technical brochures, and required planning documents each year. These are available to the public in both print and online formats. Fact sheets clearly and concisely explain projects and programs affecting the region, helping educate the public about topics such as transportation funding and air quality. These publications are listed in **Appendix B**.

Providing information through the Internet is an important strategy for keeping the public informed, and the NCTCOG Website is updated regularly to ensure that accurate and timely information is available. The Transportation Department has joined social media networks and streaming video Websites to further expand opportunities to provide education and to make it easier to submit public comments. Online livestreaming of Regional Transportation Council meetings began in September 2015. Prior to that, video recordings were made available online the day following a meeting. Public meetings are recorded and posted online, allowing greater access and convenience for the public to learn about and provide input on plans.

As the Transportation Department's online presence has grown, the department has sought to adapt its public involvement procedures to modern communication preferences. Online opportunities have presented a new way for the public and transportation partners to comment on routine items such as modifications, minor amendments, and administrative revisions to planning documents. These online opportunities are advertised in the same manner as public meetings and meet the comment period requirements outlined in the Public Participation Plan. The Transportation Department is able to better match content, strategies, and audiences by using this tool to inform the public about proposed minor changes to documentation.

The Transportation Department participates in community events to educate the public on transportation and air quality initiatives and also hosts telephone town halls to provide a forum for discussion about topics related to regional transportation and air quality. As needed, print and online surveys are conducted to determine public awareness and/or sentiment with regard to certain planning issues. In addition, communication with the media serves as a strategy for disseminating information to the public via media releases or personal contact with reporters.



UT-Arlington Earth Day

The Transportation Department is also seeking to build networks of partners that will share information about transportation programs and the planning process with their members, stakeholders, and the broader public. By leveraging existing

networks of homeowner associations, business groups, and community organizations – especially those that engage minority groups and individuals with low incomes, disabilities, or who are LEP – NCTCOG is reaching greater numbers of people and more diverse audiences.

Finally, visualization tools like animations, maps, renderings, and photos are used when possible online, in presentations, and in publications to increase understanding among all audiences. Visual elements can also be especially beneficial for LEP individuals.

Public Involvement for Mobility 2040

A variety of strategies were used to encourage public participation during the development of Mobility 2040. Information about goals, demographic forecasts, financial constraints, involvement opportunities, air quality impacts, and overall development was featured in publications, on the NCTCOG Website, within social media, and in emails sent to individuals who have expressed an interest in NCTCOG information. NCTCOG held public meetings and gave presentations to numerous community groups. During public meetings and outreach events, surveys were conducted to gather input on transportation priorities for Mobility 2040. These surveys were also available online and distributed through email and social media. **Exhibit 3-25** represents a Mobility 2040 infographic that was displayed at outreach events.



Mobility 2040 survey flier in Spanish

A considerable effort was also made to provide the Hispanic community opportunities to participate in Mobility 2040 development. The Mobility 2040 Website homepage and transportation

priorities survey were translated into Spanish and advertised on Facebook. In addition, a Spanish-language flier was distributed to Pizza Patron restaurants and to some neighboring businesses located in ZIP codes with a high EJI score (50 or greater).

In compliance with the Public Participation Plan, public meetings were held 60 days and 30 days prior to Regional Transportation Council approval of Mobility 2040. A list of public meetings and community events held where development of Mobility 2040 was discussed is included in **Appendix B**. A summary of public comments received for Mobility 2040 and official responses to those comments are also included in **Appendix B**. The 2016 Transportation Conformity document includes public meeting notices, meeting minutes, and comments for all public meetings that featured a Mobility 2040 or Conformity agenda item.

Partner Coordination

In addition to engaging the public, regional transportation and non-transportation partners were consulted as NCTCOG developed the policy, program, and project recommendations in Mobility 2040. Regional transportation partners include the Texas Department of Transportation, North Texas Tollway Authority, regional transit authorities, and environmental resource agencies. These partners were involved through committee, public, and project-specific meetings, phone calls, and other correspondence to coordinate long-range regional transportation efforts. Several transportation committees such as the Surface Transportation Technical Committee, Air Transportation Advisory Committee, Regional Freight Advisory Council, and the Bicycle and Pedestrian Advisory Committee lend expertise and help develop recommendations for the Regional Transportation Council to consider. The Regional Transportation Council guided staff’s development of Mobility 2040 priorities and policies and is ultimately responsible for approving and implementing Mobility 2040.



Bicycle and Pedestrian Advisory Committee Workshop

Exhibit 3-25: Mobility 2040 Infographic



Tribal Coordination

NCTCOG recognizes the unique government-to-government relationship that the Federal Highway Administration has with Indian Tribal Governments. **Exhibit 3-26** displays all the federally recognized tribes that have an interest in the North Central Texas region. NCTCOG coordinates with the Federal Highway Administration to reach out to Indian Tribal Governments to allow them the

opportunity to participate in the transportation planning process. Tribal contacts receive all public input opportunity notices, as well as copies of the *Mobility Matters* newsletter, to keep them involved in transportation decision making and informed about transportation planning efforts and ongoing opportunities for input and involvement.

Exhibit 3-26: North Central Texas MPA Regional Tribal Interests

American Indian Tribal Interests in Dallas-Fort Worth Metropolitan Planning Area (as of June 2015)		
Apache Tribe of Oklahoma	Caddo Nation of Oklahoma	Comanche Nation of Oklahoma
Kialegee Tribal Town	Kickapoo Tribe of Oklahoma	Kickapoo Traditional Tribe of Texas
Kiowa Indian Tribe of Oklahoma	Mescalero Apache Tribe	Poarch Band of Creek Indians
The Delaware Nation	Tonkawa Tribe of Indians of Oklahoma	Wichita and Affiliated Tribes

Summary

A transportation system must include transportation options for all residents of the region. Mobility is important to residents’ quality of life and to promoting economic vitality in the region. Therefore, the Regional Transportation Council seeks to ensure Mobility 2040 incorporates social considerations, and it thoroughly analyzes the impacts plan recommendations have on protected populations.

Transparent processes and opportunities for public involvement guide the development of a transportation plan that helps improve air quality while being multimodal and financially viable. NCTCOG actively sought the public’s participation as it developed Mobility 2040.

This process has guided recommendations that manage congestion, provide access to jobs and recreation, and contribute to a high quality of life for the residents of North Central Texas.



APPENDIX B: SOCIAL CONSIDERATIONS

Policies

MTP Reference #	Environmental Justice
EJ3-001	Evaluate the benefits and burdens of transportation policies, programs, and plans to prevent disparate impacts and improve the decision-making process, resulting in a more equitable system.
EJ3-002	Balance transportation investment across the region to provide equitable improvements.

MTP Reference #	Public Involvement
PI3-001	Meet federal and state requirements to ensure all individuals have full and fair access to provide input on the transportation decision-making process.
PI3-002	Demonstrate explicit consideration and response to the public input received.
PI3-003	Use strategic outreach and communication efforts to seek out and consider the needs of those traditionally underserved by the transportation planning process.
PI3-004	Enhance visualization of transportation policies, programs, and projects.
PI3-005	Provide education to the public and encourage input and engagement from all residents on the transportation system and the transportation decision-making process.

Identifying Populations

NCTCOG collects and analyzes demographic data in an effort to better understand regional characteristics. While only the federally mandated low-income and minority populations were analyzed in Mobility 2040, additional demographic groups are mapped to enhance decision making. This appendix includes maps of select groups in the region that constitute the federally defined protected populations and additional populations that NCTCOG considers as part of Title VI initiatives.

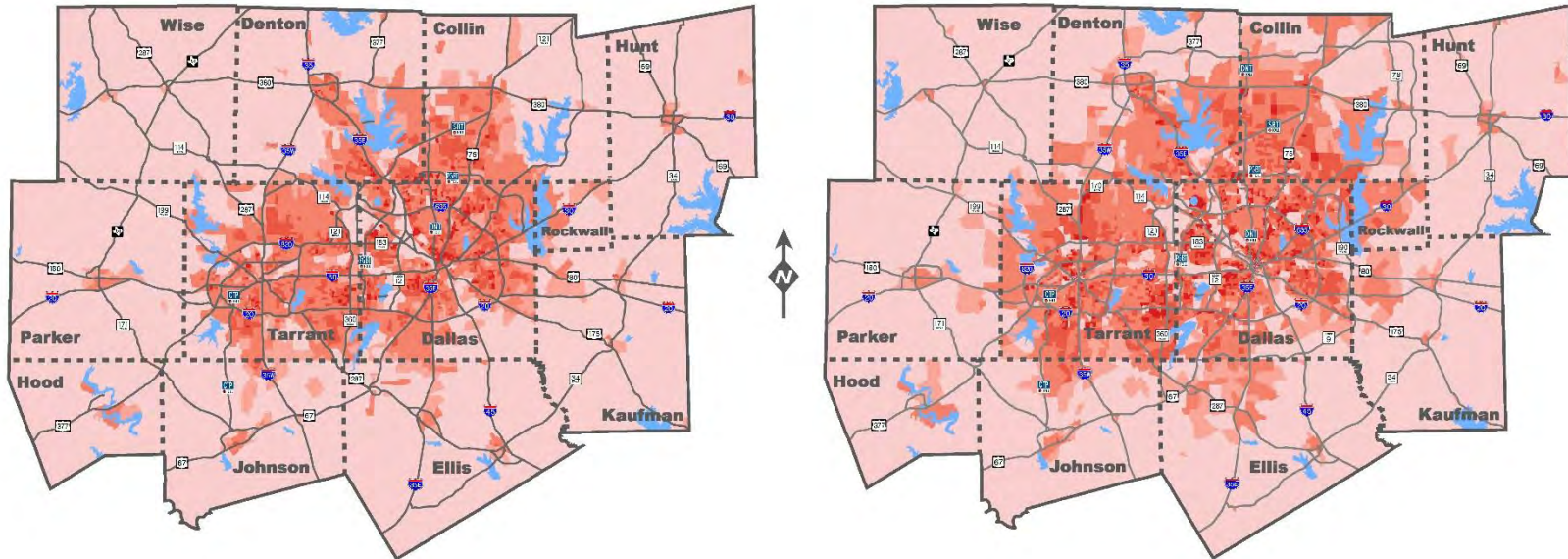
Demographic Data Sources

The recommendations in Mobility 2040 were evaluated using the established performance indicators utilizing demographic data from the 2009-2013 American Community Survey 5-Year Estimates. Beginning in 2010, the decennial Census no longer captures income data, so Mobility 2040 and future Metropolitan Transportation Plans will utilize the American Community Survey to evaluate the impacts of plan recommendations.

Population Density

2017

2040

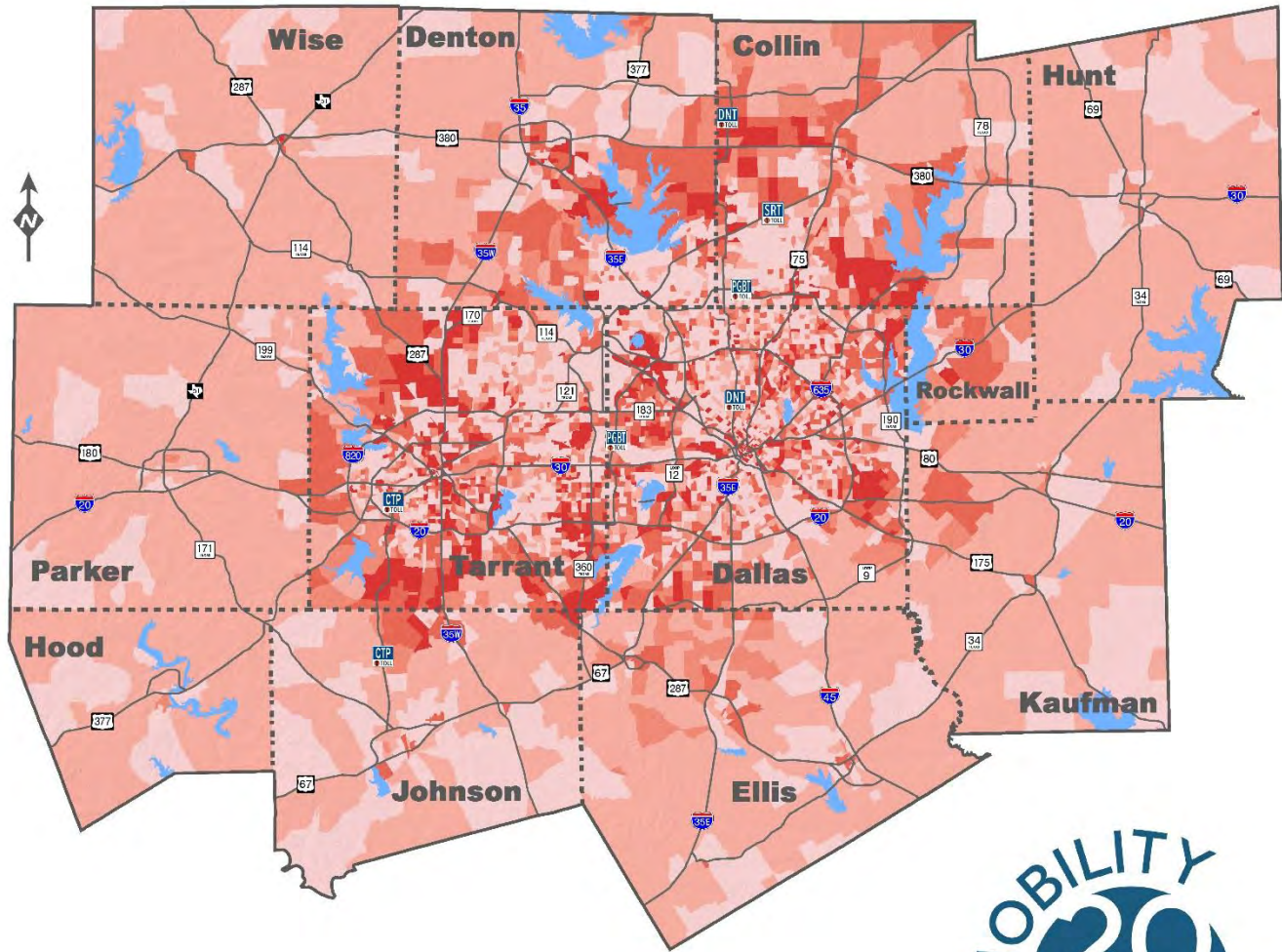
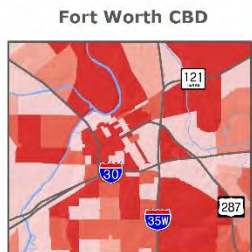
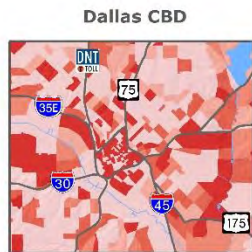
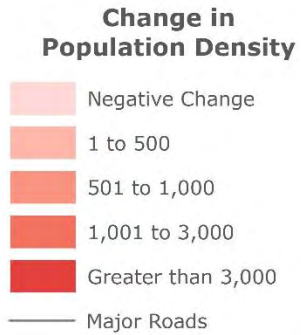


Population density in persons per square mile by Traffic Survey Zone

Source: NCTCOG 2040 Demographic Forecast



Change in Population Density: 2017-2040



Population density in persons per square mile by Traffic Survey Zone

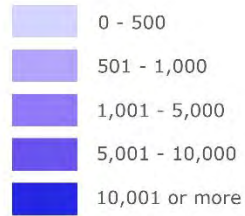
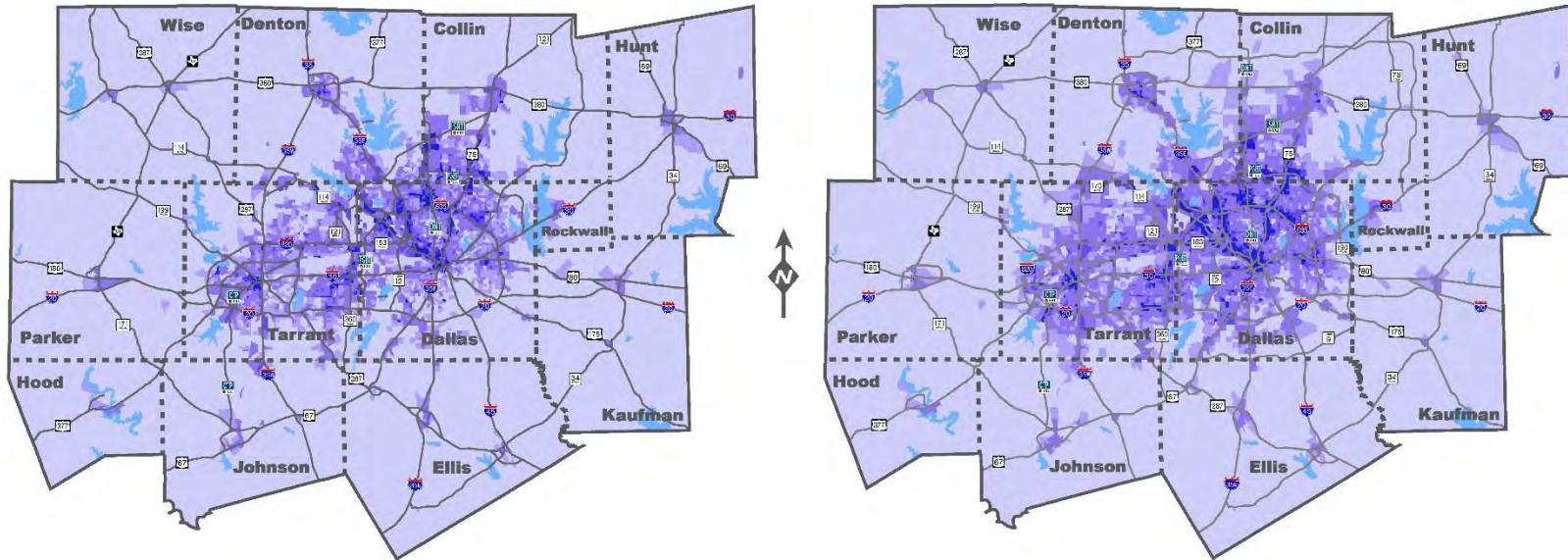
Source: NCTCOG 2040 Demographic Forecast



Employment Density

2017

2040









Employment density in jobs per square mile by Traffic Survey Zone

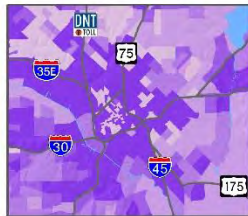
Source: NCTCOG 2040 Demographic Forecast

Change in Employment Density: 2017-2040

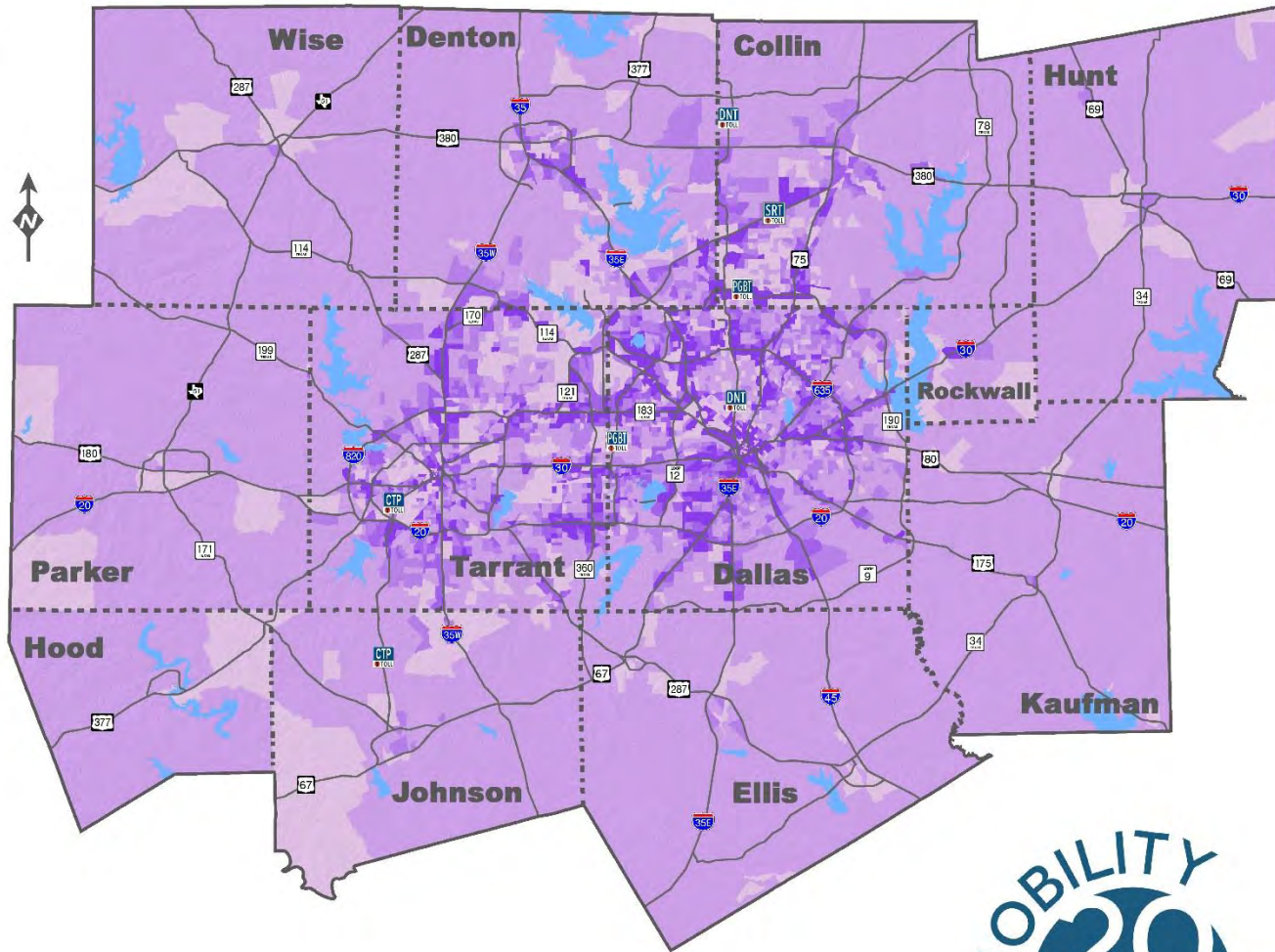
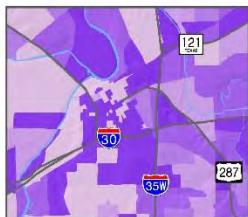
Change in Employment Density

-  Negative Change
-  1 to 500
-  501 to 1,000
-  1,001 to 2,000
-  Greater than 2,000
-  Major Roads

Dallas CBD



Fort Worth CBD



Employment density in jobs per square mile by Traffic Survey Zone

Source: NCTCOG 2040 Demographic Forecast

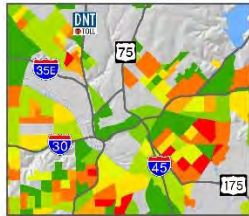


Environmental Justice Index

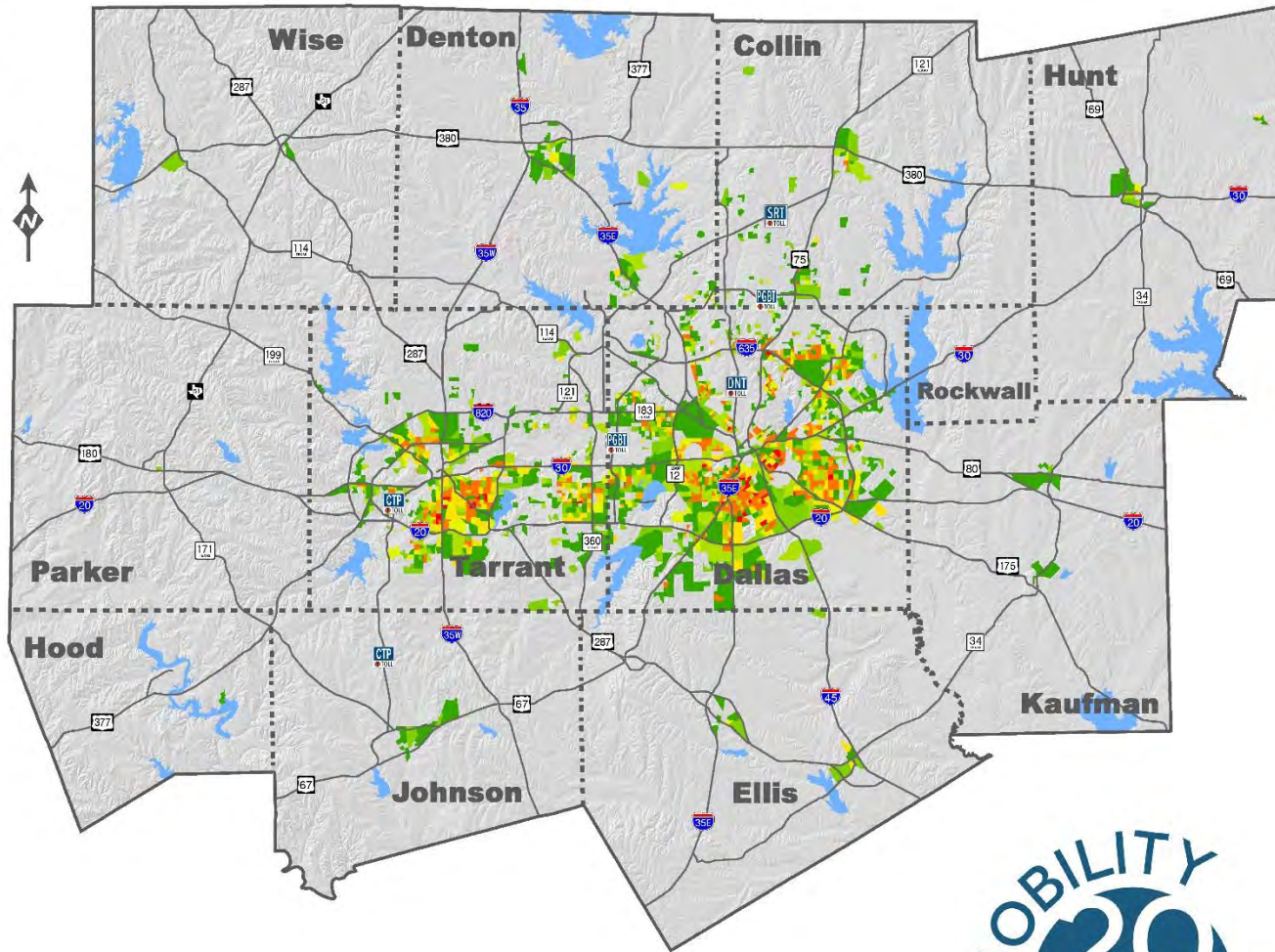
Block Group EJI Score



Dallas CBD



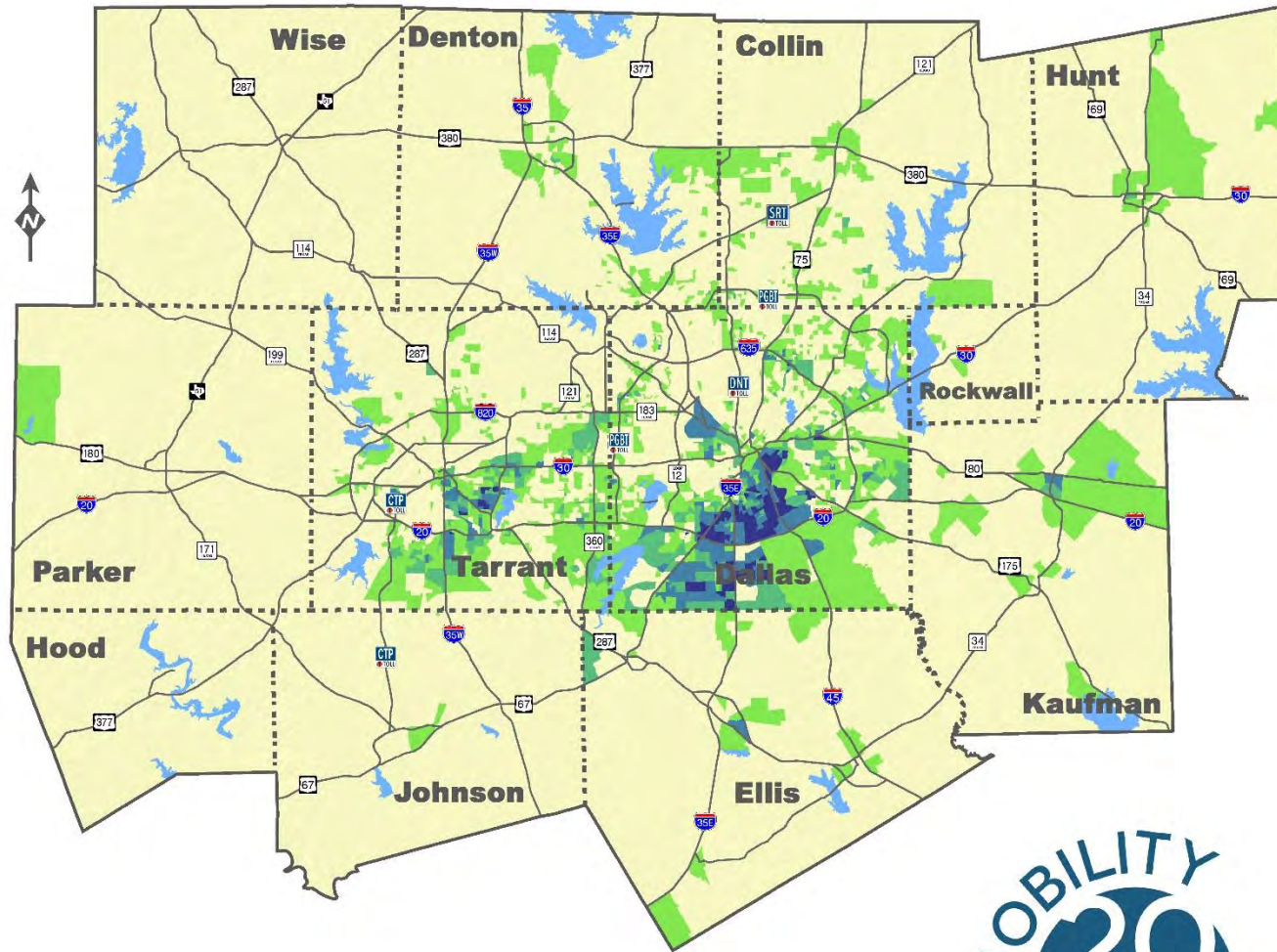
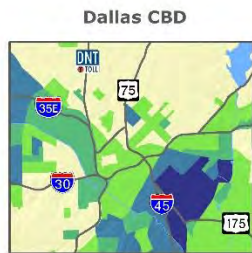
Fort Worth CBD



The Environmental Justice Index (EJI) scores three variables: persons per square mile, percent below poverty, and percent minority. Scores are assigned based on density and a comparison to the regional average; the scores are multiplied to obtain an EJI of 1 to 100. Block groups are displayed based on their EJI score in intervals of 10, from 1 to 100. Data is from the 2009-2013 American Community Survey 5-Year Estimates. The EJI is meant to be a preliminary screening tool to identify areas that may need additional analysis when considering EJ groups in a plan, project, or program.



African American Population

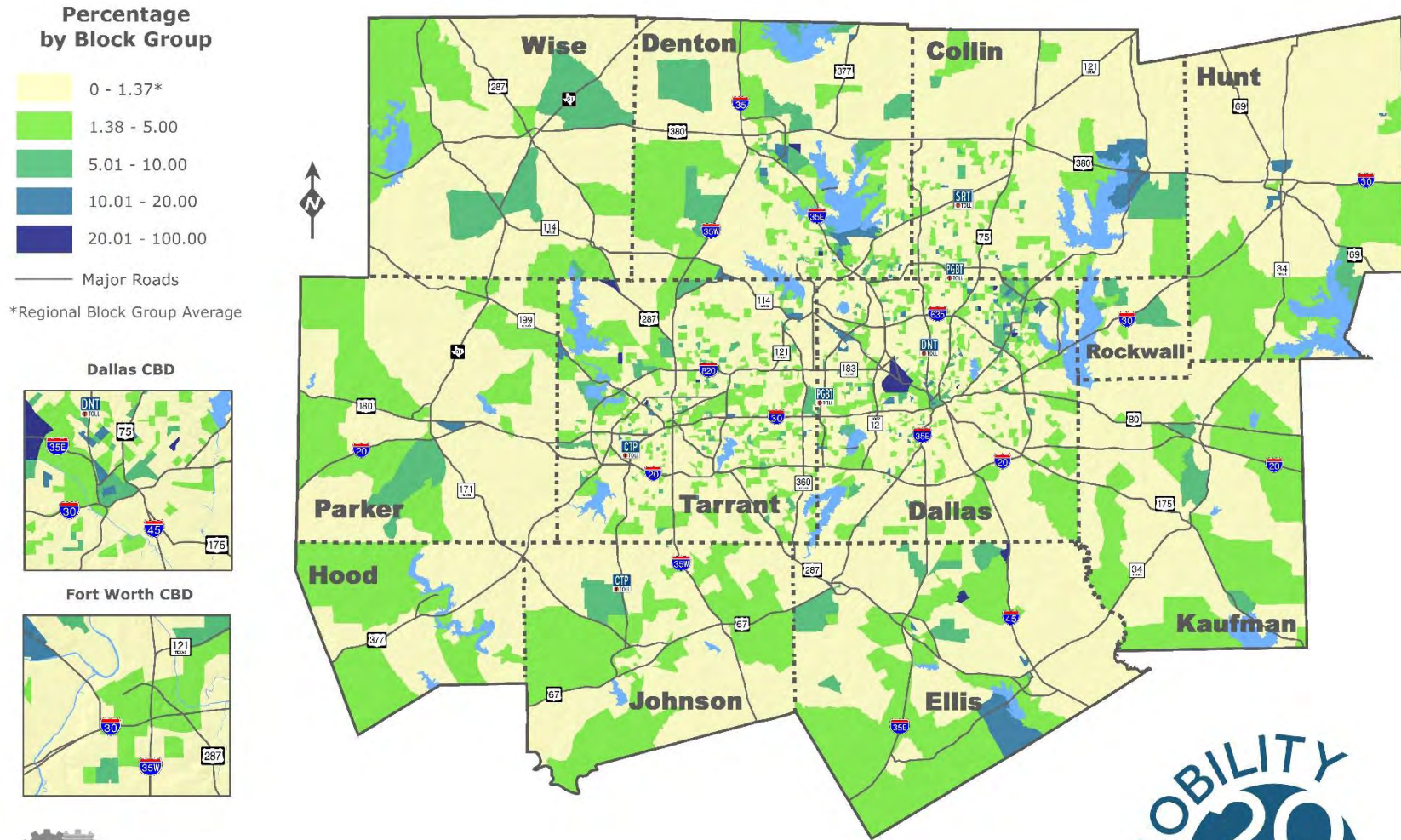


 North Central Texas Council of Governments
March 2016

Black or African American is a person having origins in any of the black racial groups of Africa. This category also includes individuals who identified their race as Black/African American and their ethnicity as Hispanic. The regional average of Black/African Americans per block group is 15.61 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



American Indian/Alaskan Native Population

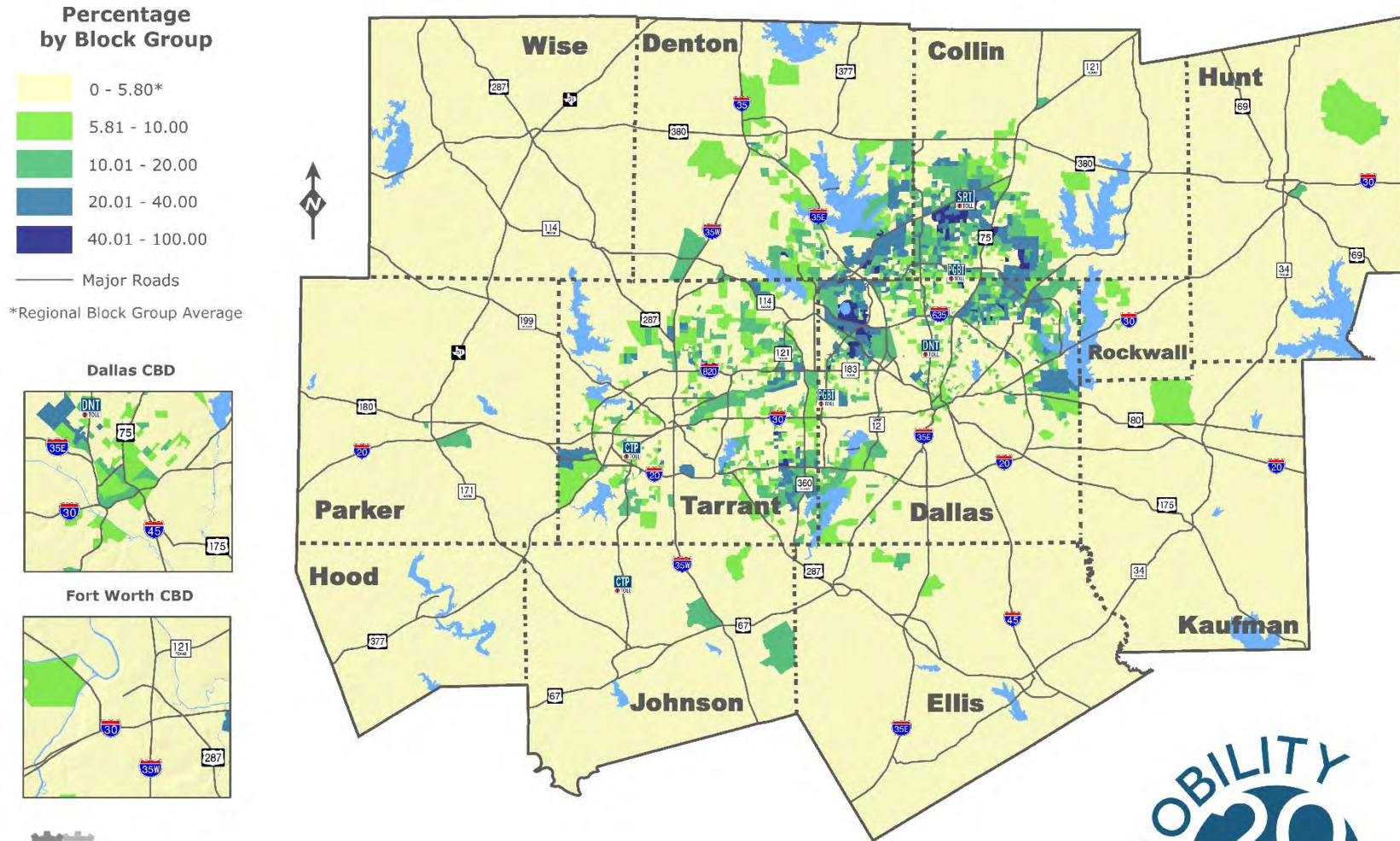


North Central Texas Council of Governments
March 2016



American Indian/Alaskan Native is a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition. This category also includes individuals who identified their race as American Indian/Alaskan Native and their ethnicity as Hispanic. The regional average of American Indian/Alaskan Native per block group is 1.37 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.

Asian Population

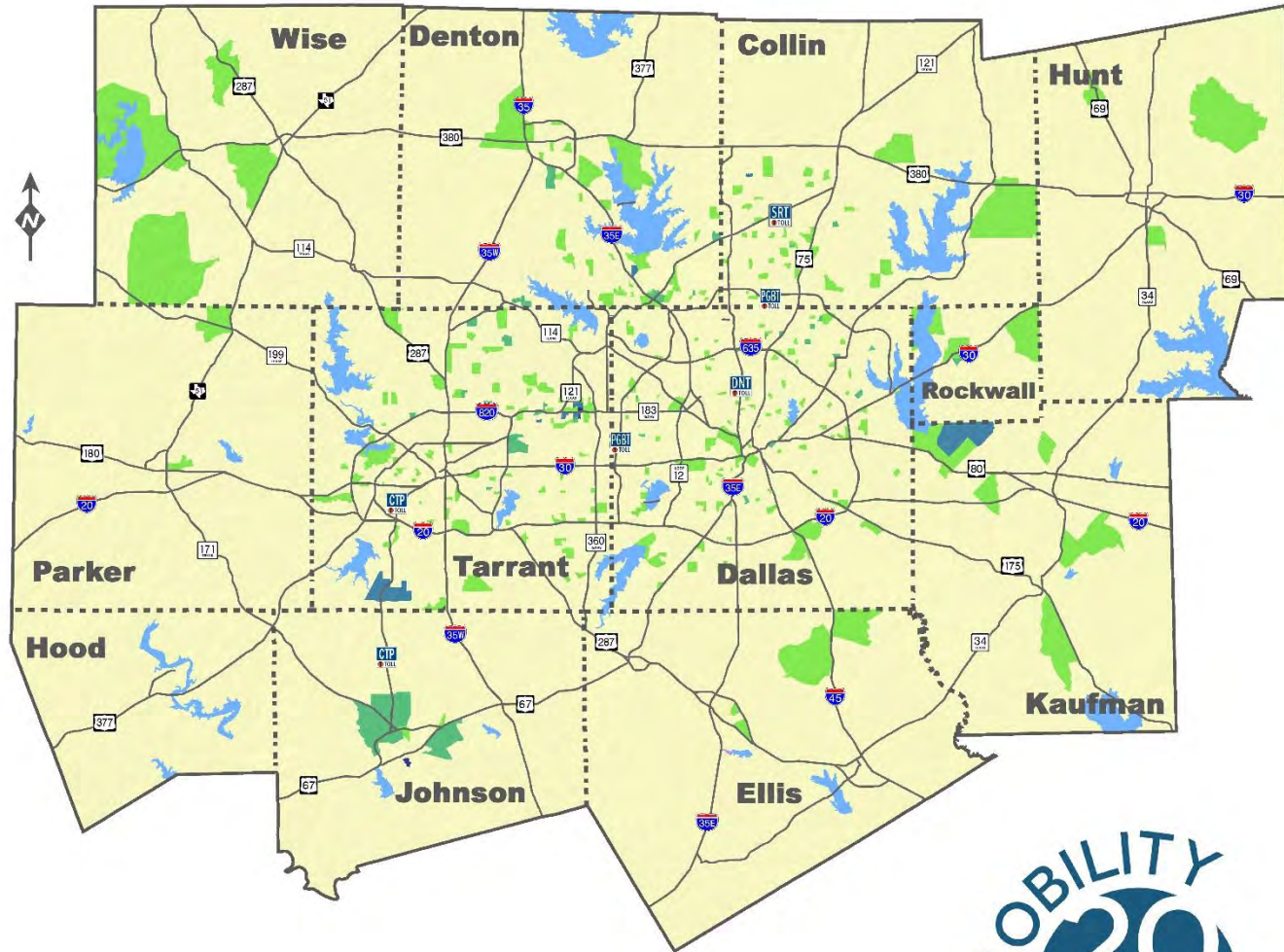



 North Central Texas
 Council of Governments
 March 2016

Asian is classified as a person having origins in any of the original people of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands. This category also includes individuals who identified their race as Asian and their ethnicity as Hispanic. The regional average of Asians per block group is 5.80 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



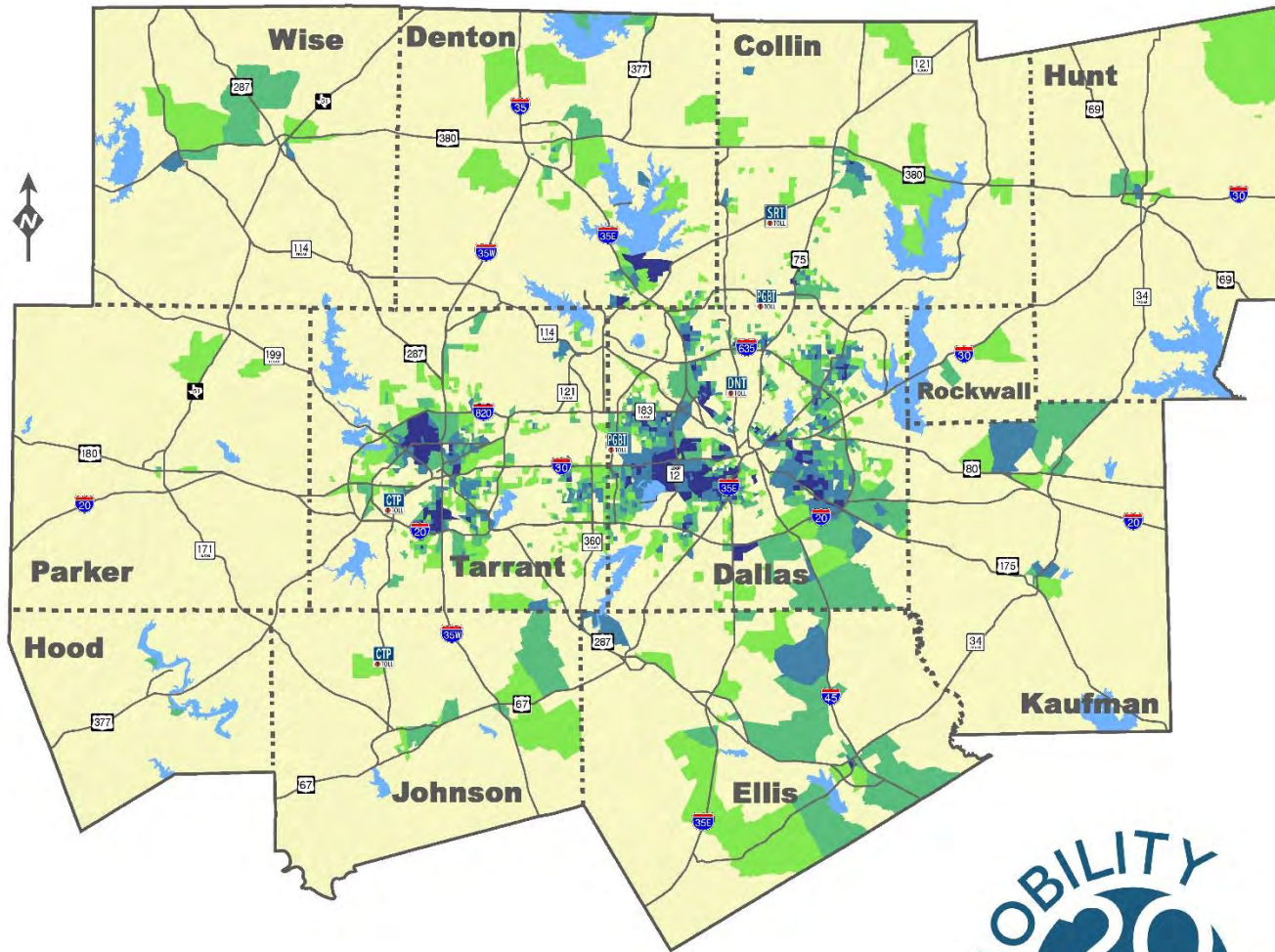
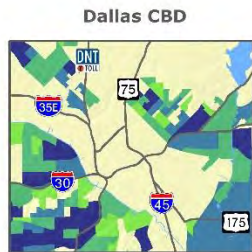
Hawaiian/Pacific Islander Population



Hawaiian/Pacific Islander is a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands. This category also includes individuals who identified their race as Hawaiian/Pacific Islander and their ethnicity as Hispanic. The regional average of Hawaiian/Pacific Islanders per block group is 0.19 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



Hispanic Population

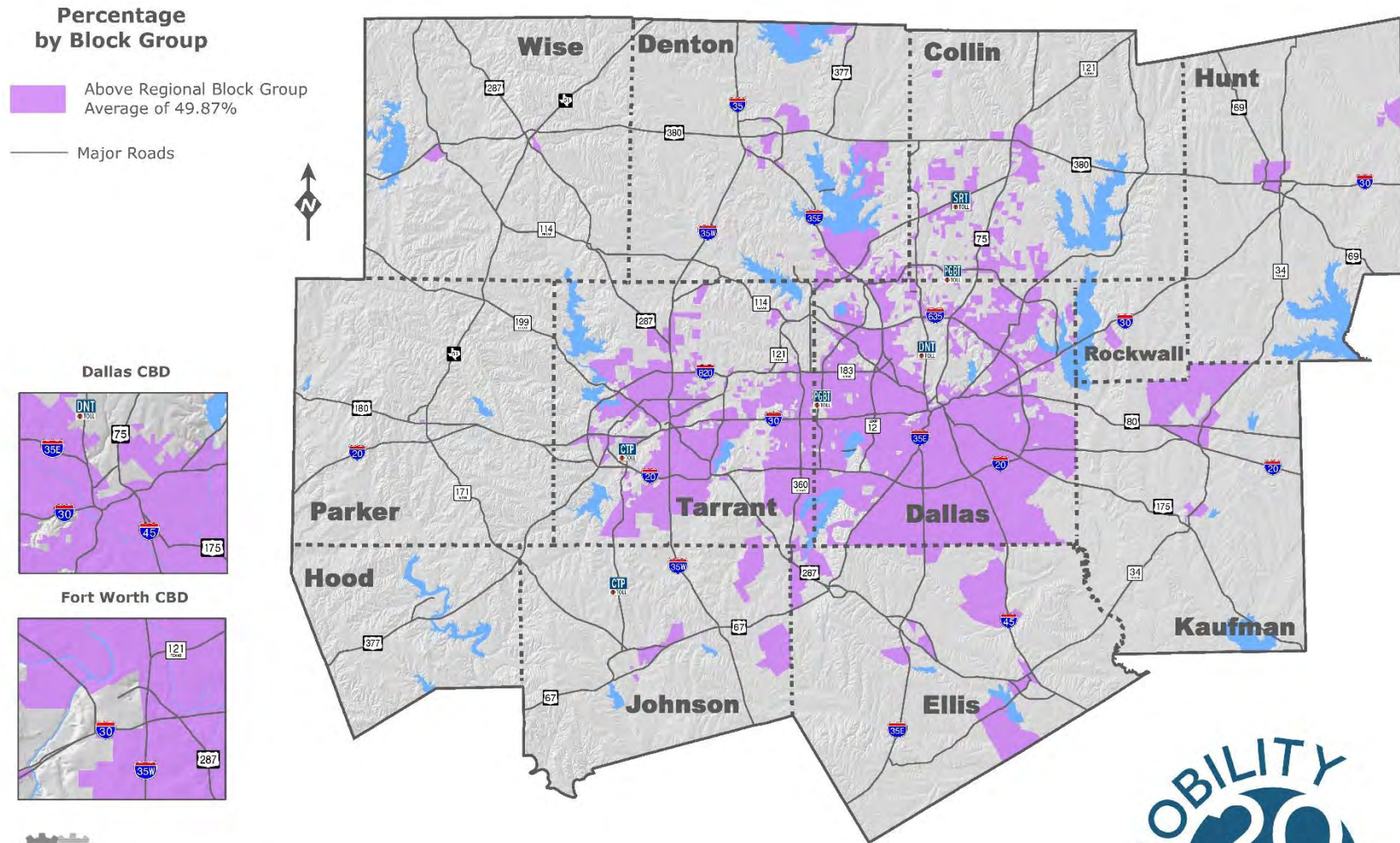


 North Central Texas
Council of Governments
March 2016

Hispanic ethnicity is classified as a person of Mexican, Puerto Rican, Cuban, Central American, or other Spanish culture of origin regardless of race. The regional average of Hispanics per block group is 28.18 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



Environmental Justice Population: Total Minority

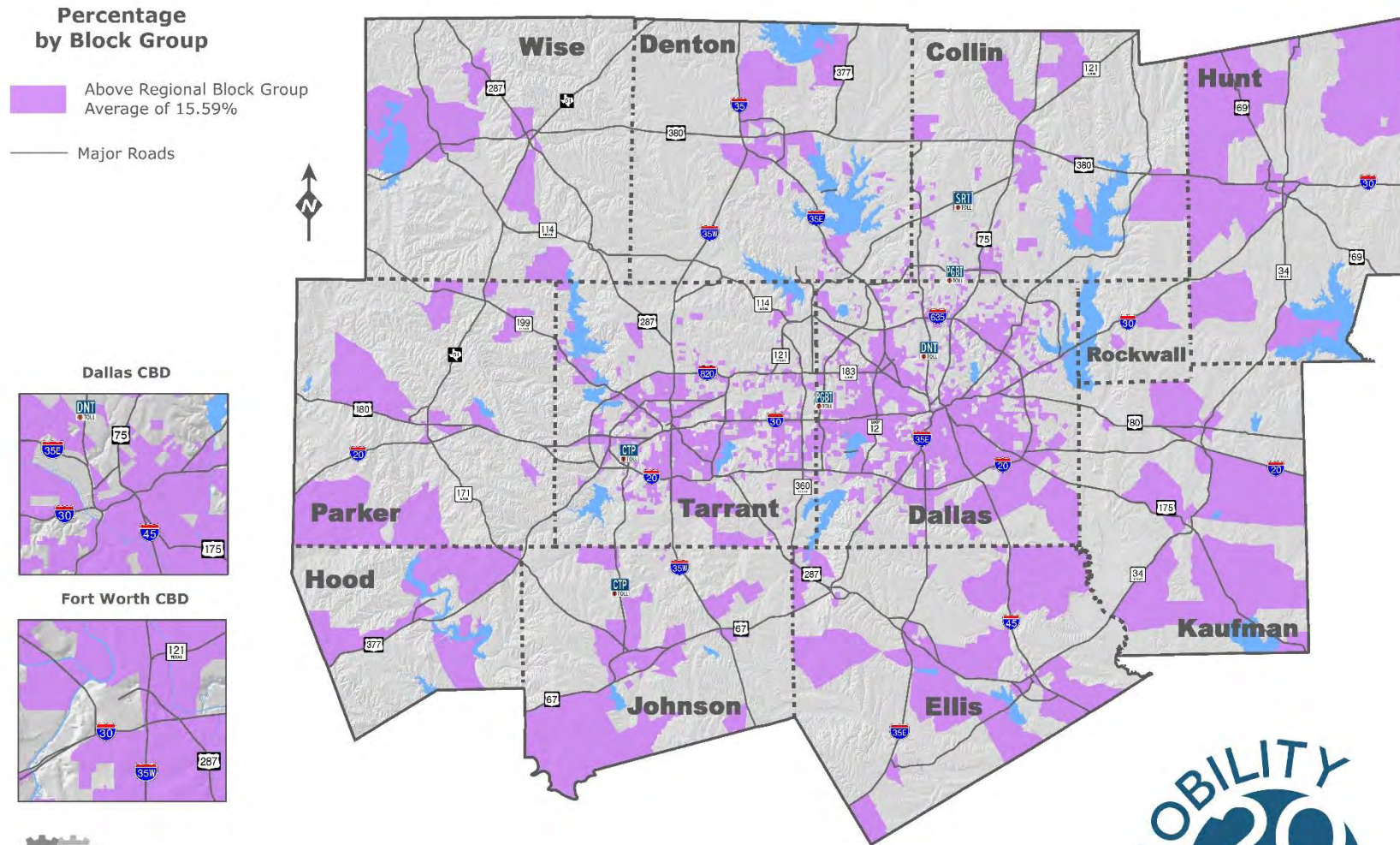


 North Central Texas Council of Governments
March 2016

Total Minority is defined as individuals who identified their race as African American, American Indian/Alaskan Native, Asian, or Hawaiian/Pacific Islander, or who identified their ethnicity as Hispanic. The regional average of minorities per block group is 49.87%. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



Environmental Justice Population: Low-Income

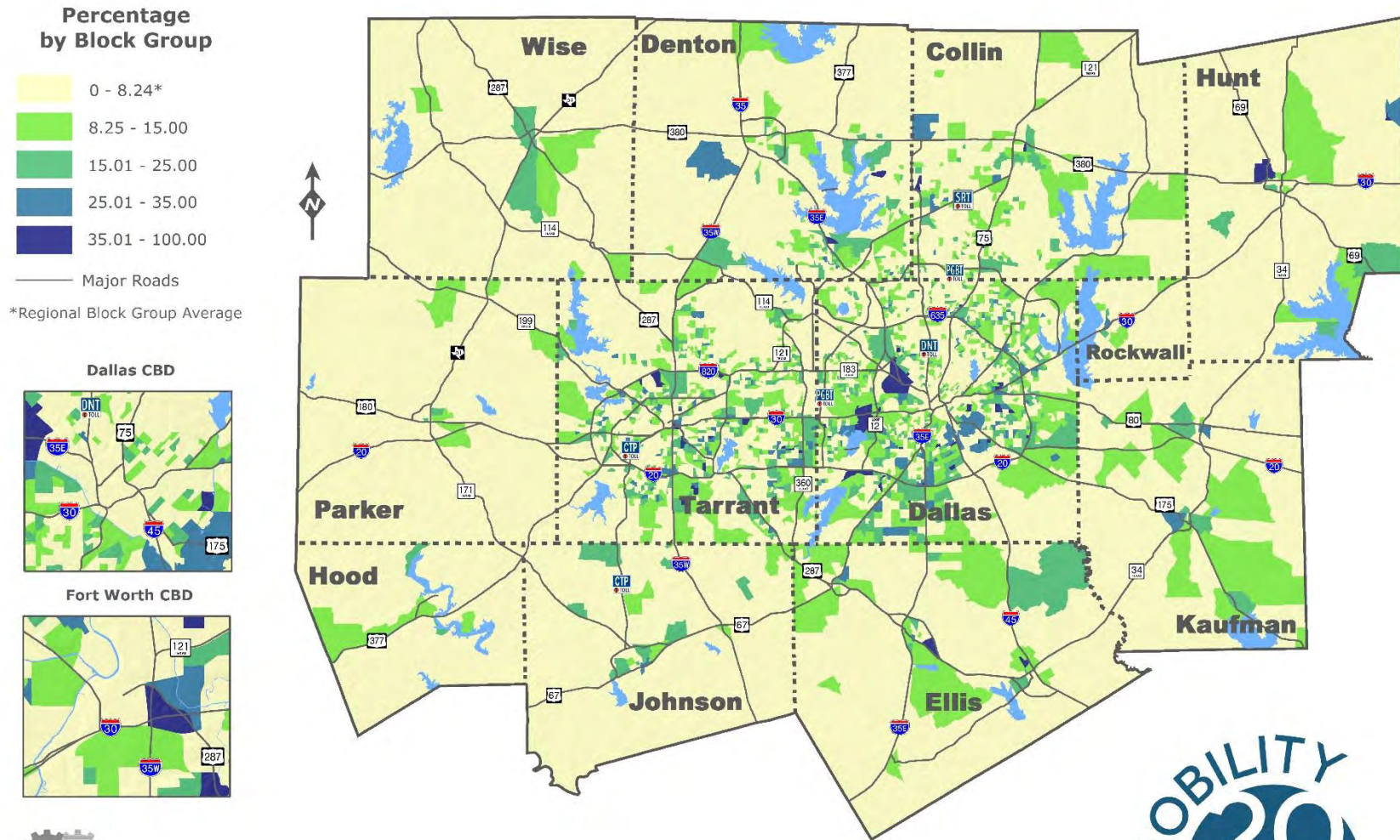


 North Central Texas Council of Governments
March 2016

Low-Income Population is any person whose household income is at or below the Department of Health and Human Services poverty guidelines. Total population for whom poverty status was surveyed was used to determine the regional average of persons below the poverty line. The regional average of Low-Income Population per block group is 15.59 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



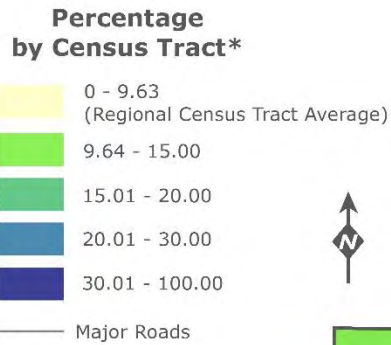
Female Head of Household Population



Female Head of Household is any household with children under 18 years old and no husband present. Total number of households was used to determine the regional average. The regional average of Female Head of Household per block group is 8.24 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.

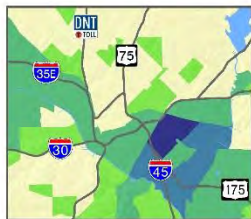


Persons with Disabilities

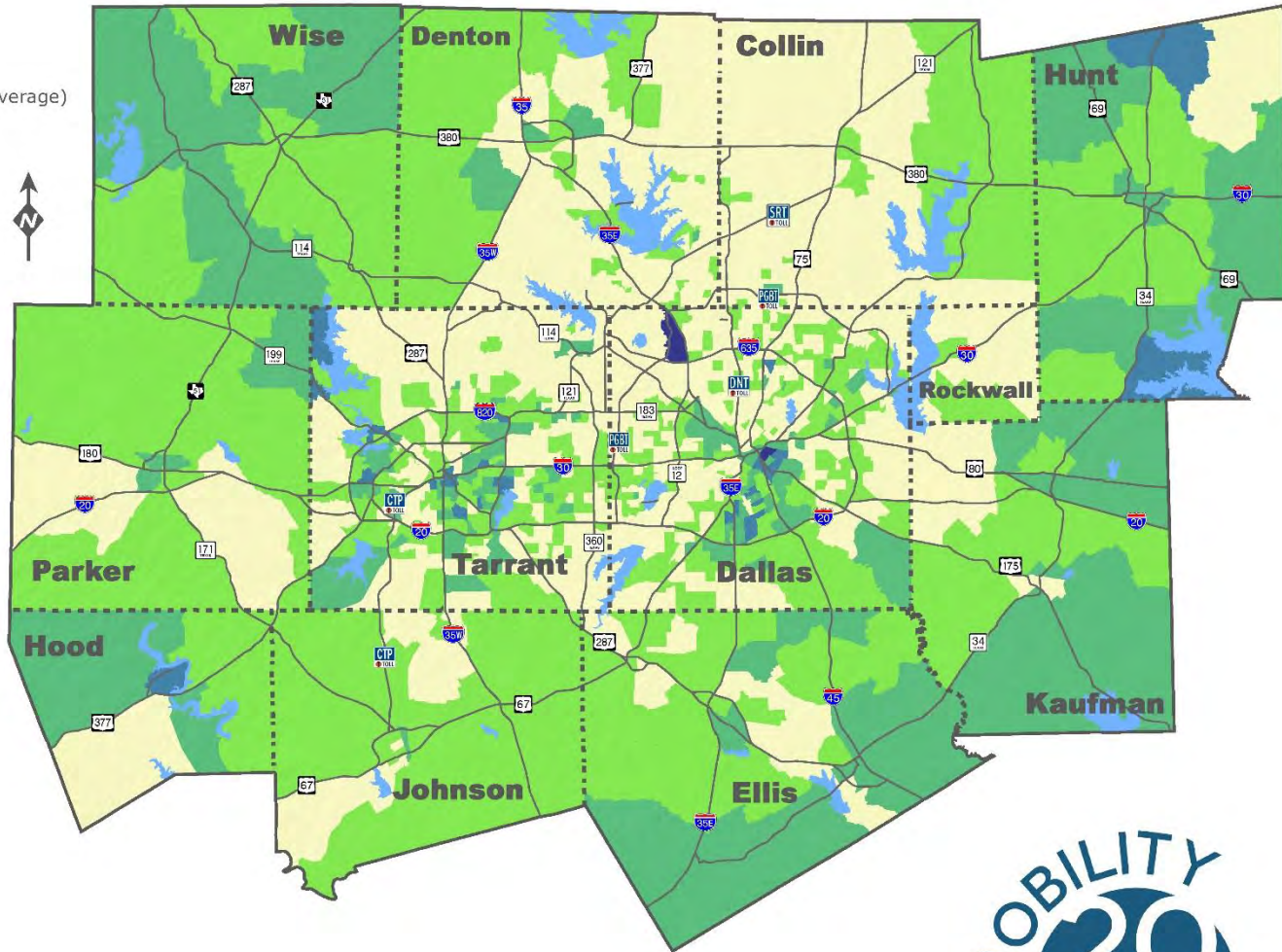


*Disability data by Census block group is not yet available for 2013.

Dallas CBD

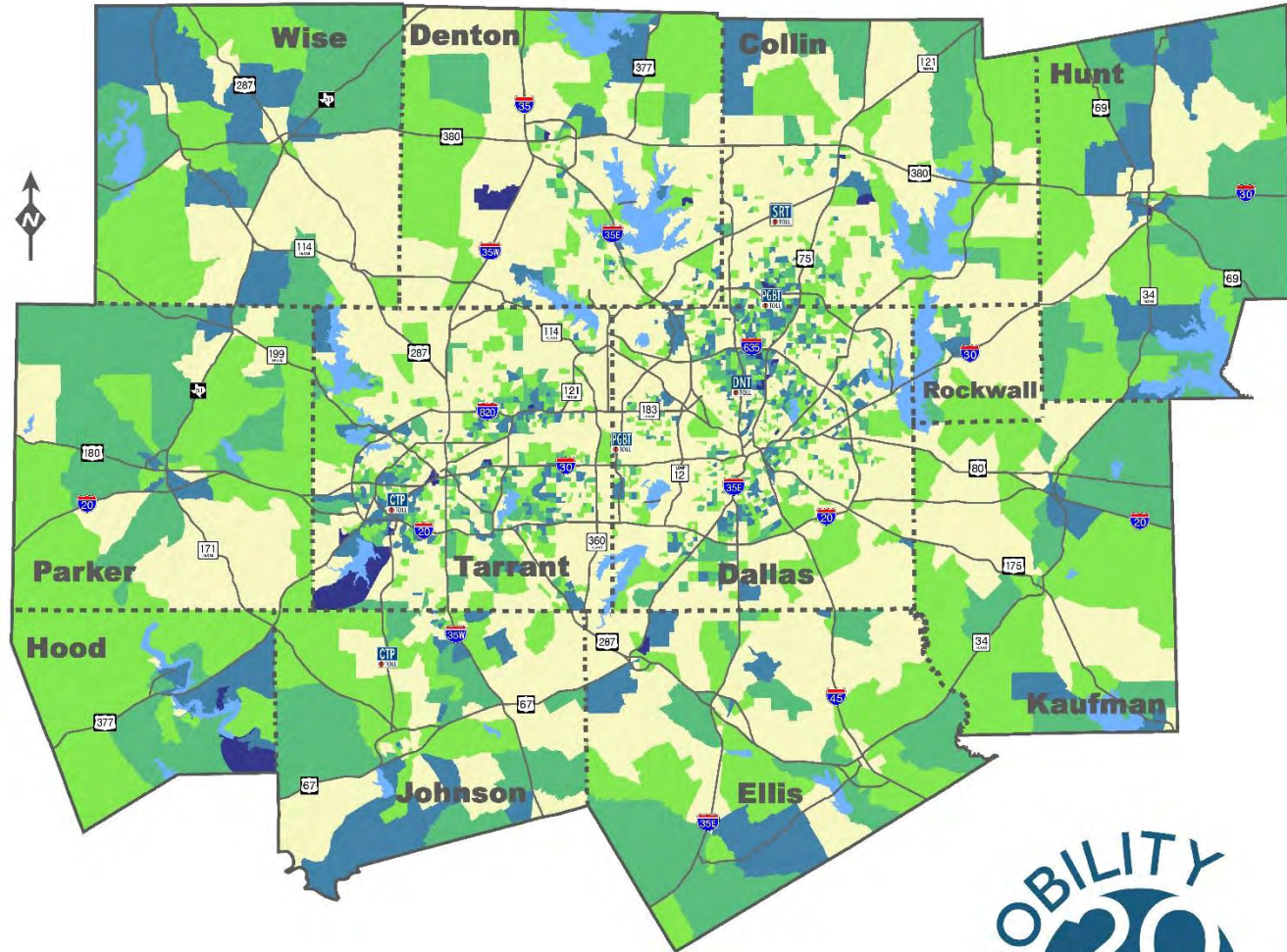
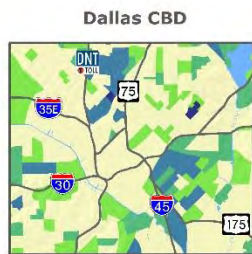


Fort Worth CBD



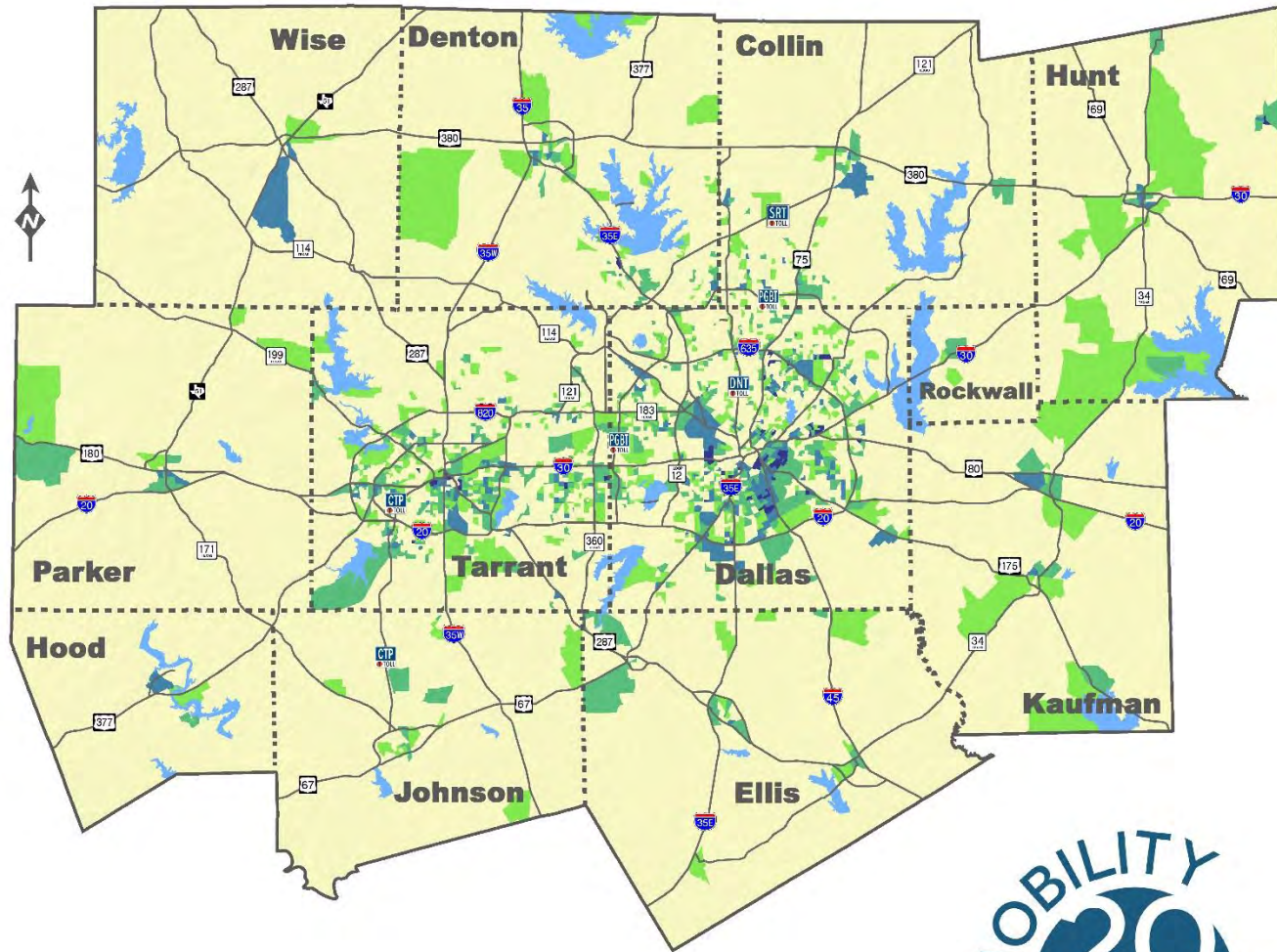
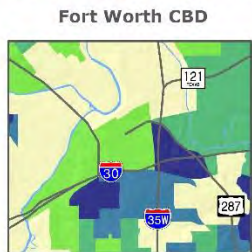
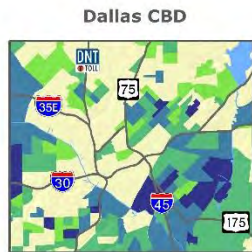
Persons with Disabilities is any civilian, non-institutionalized individual with at least one disability that may limit the individual's ability to care for himself or herself. The total population of civilian, non-institutionalized individuals of all ages was used to determine the regional average. The regional average of Persons with Disabilities per Census tract is 9.63 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.

65 and Over Population



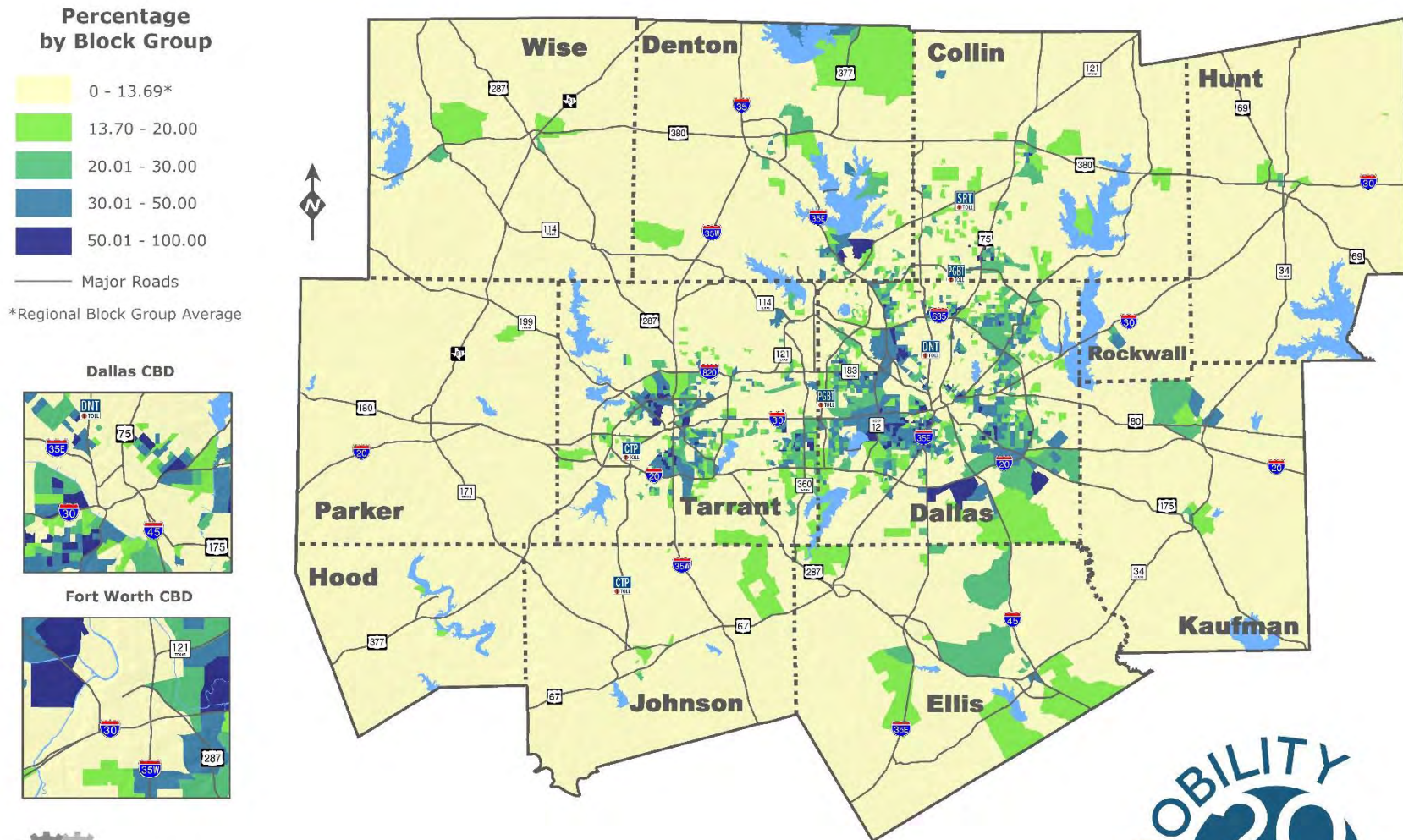
65 and Over Population is any individual aged 65 or older. The regional average of 65 and Over Population per block group is 10.33 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.

Zero Car Households



Zero Car Households is the number of housing units that have no vehicle available. The regional average of Zero Car Households per block group is 5.44 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.

Limited English Proficiency: All Languages

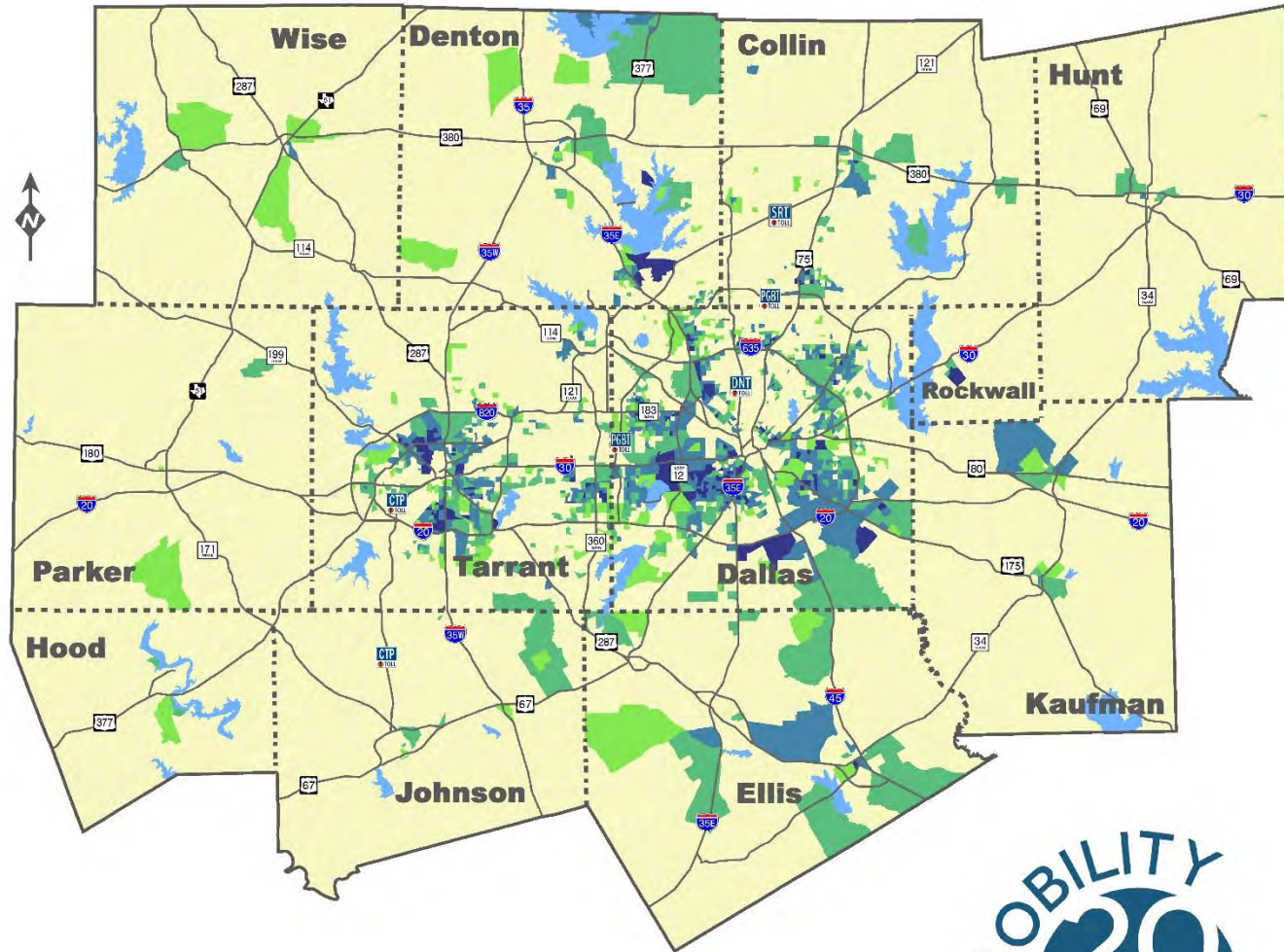
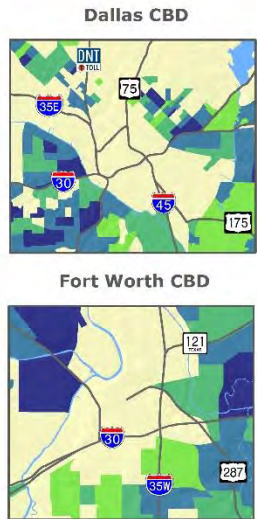


 North Central Texas Council of Governments
March 2016

Limited English Proficient (LEP) individuals do not speak English as their primary language and have a limited ability to read, speak, write, or understand English. NCTCOG defines LEP as individuals that answered on the Census that their ability to read, speak, write, or understand English is less than "very well". The regional average of LEP persons per block group is 13.69 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



Limited English Proficiency: Spanish

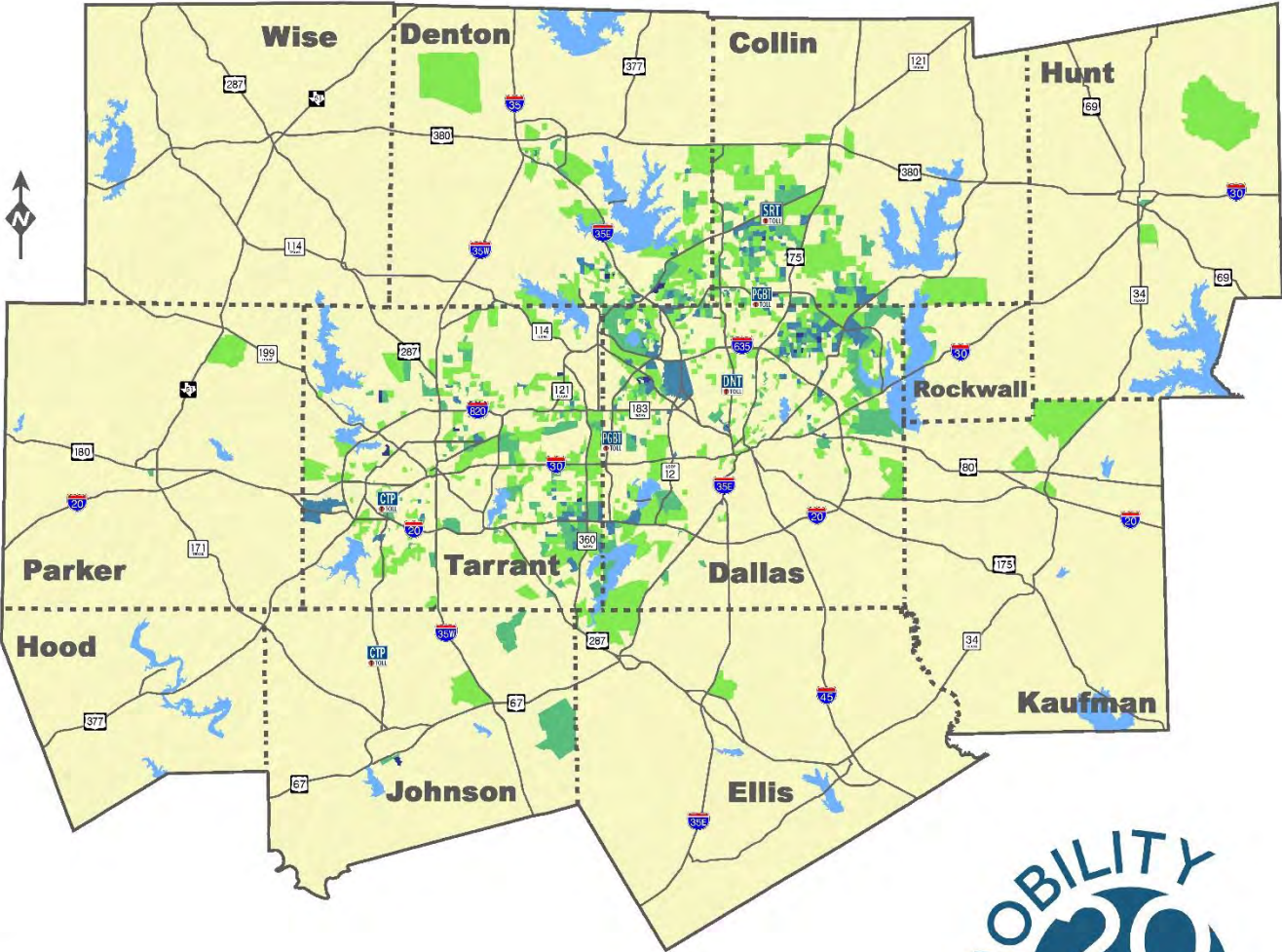
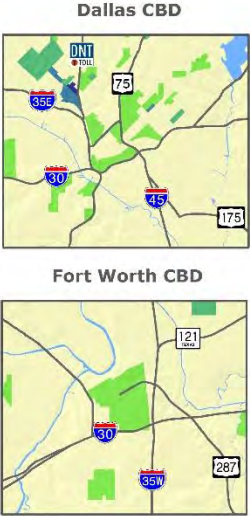
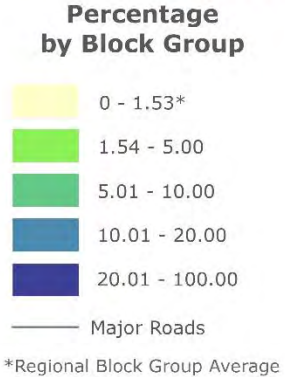


 North Central Texas Council of Governments
March 2016

Spanish Language Limited English Proficient (LEP) are individuals who speak Spanish as their primary language and have a limited ability to read, speak, write, or understand English. NCTCOG defines LEP as individuals that answered on the Census that their ability to read, speak, write, or understand English is less than "very well". The regional average of Spanish Language LEP persons per block group is 11.22 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



Limited English Proficiency: Asian Languages

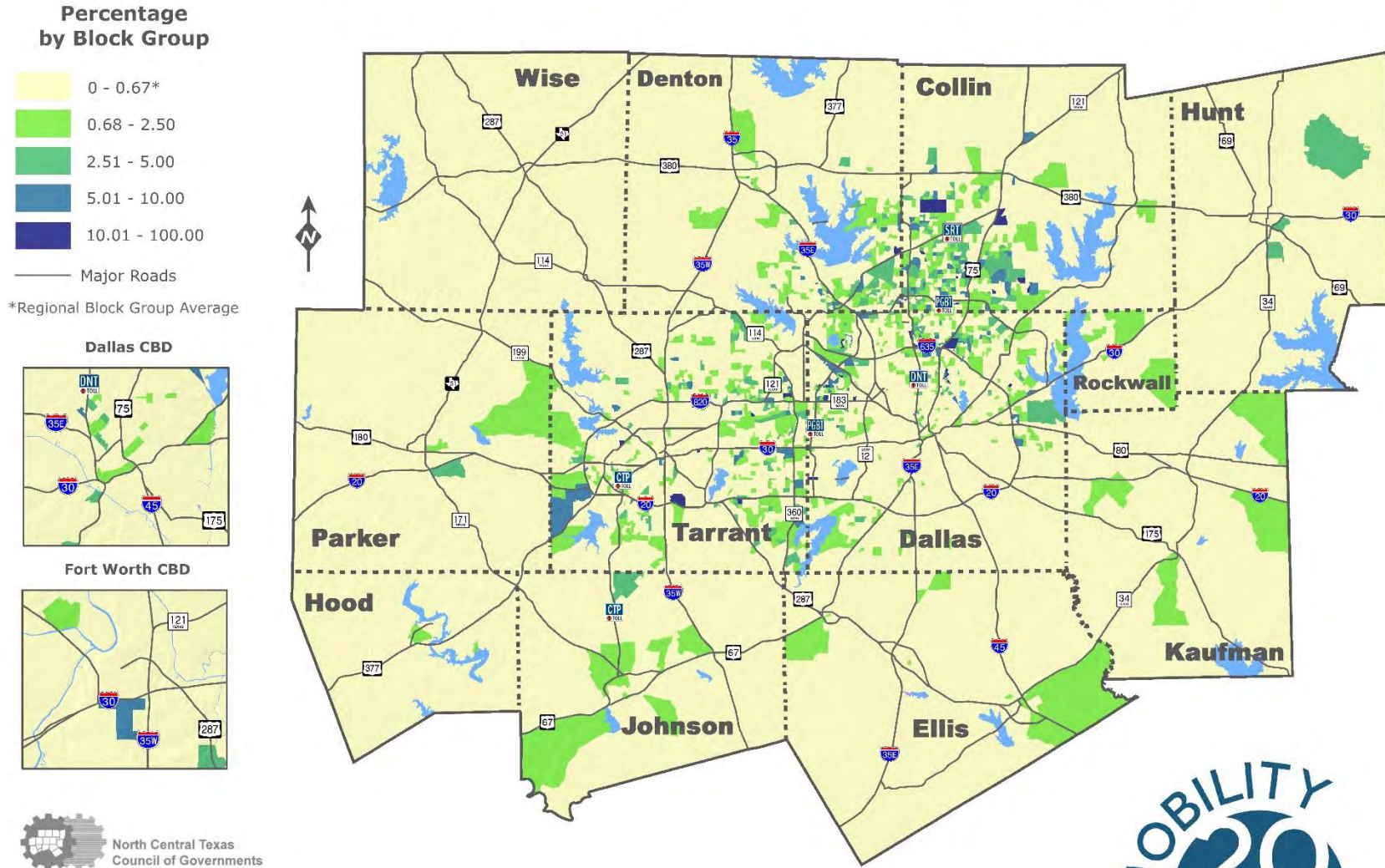


North Central Texas Council of Governments
March 2016

Asian Languages Limited English Proficient (LEP) are individuals who speak an Asian language as their primary language and have a limited ability to read, speak, write, or understand English. NCTCOG defines LEP as individuals that answered on the Census that their ability to read, speak, write, or understand English is less than "very well". Asian languages include Chinese, Japanese, Korean, Mon-Khmer, Cambodian, Hmong, Thai, Laotian, Vietnamese, Tagalog, and other Pacific Island and Asian languages. The regional average of Asian Languages LEP persons per block group is 1.53 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



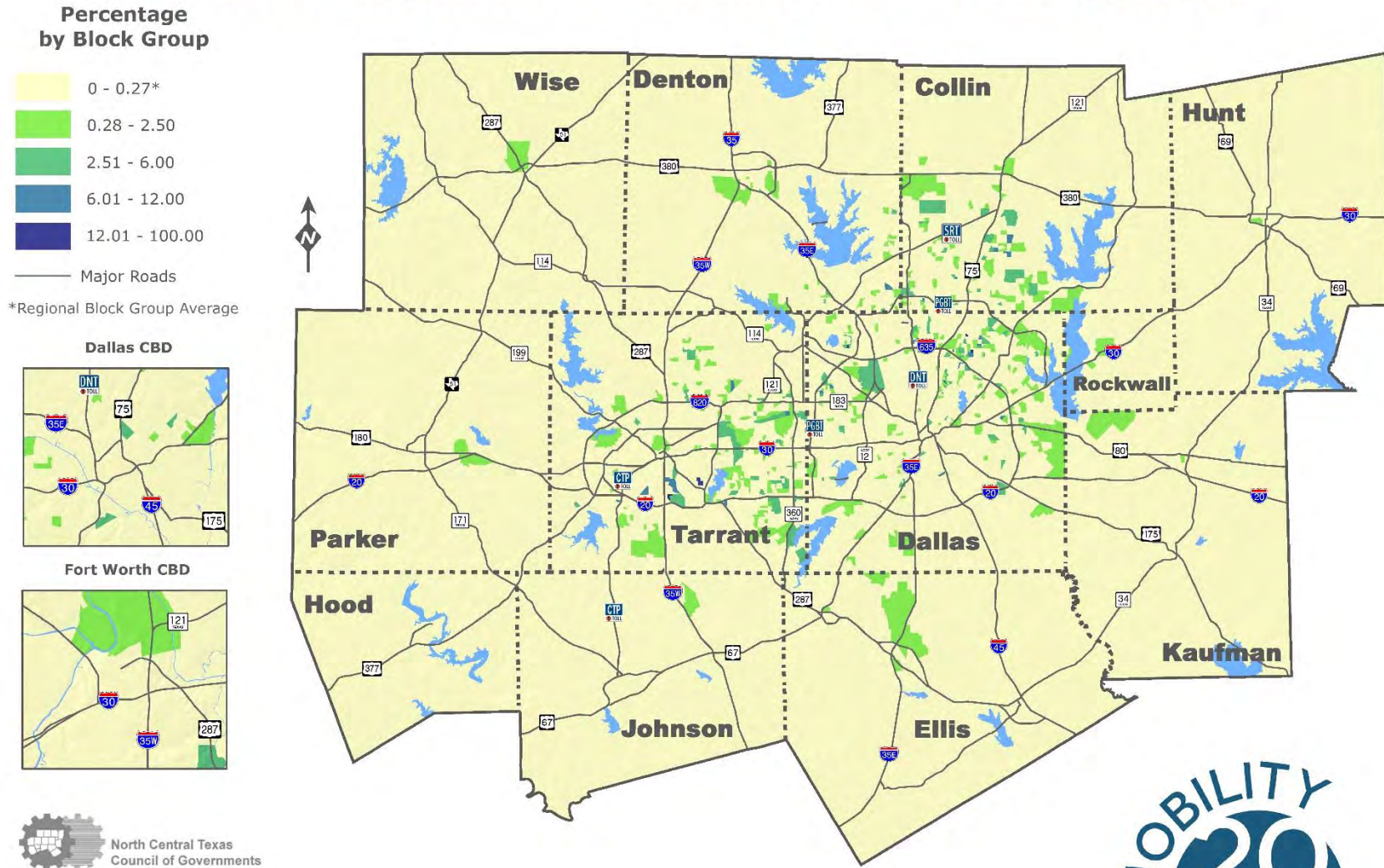
Limited English Proficiency: Indo-European Languages



Indo-European Languages Limited English Proficient (LEP) are individuals who speak an Indo-European language as their primary language and have a limited ability to read, speak, write, or understand English. NCTCOG defines LEP as individuals that answered on the Census that their ability to read, speak, write, or understand English is less than "very well". Indo-European languages include Germanic, Scandinavian, Romance, Slavic, Celtic, Greek, Baltic, and Iranian, and Indic languages. The regional average of Indo-European Languages LEP persons per block group is 0.67 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



Limited English Proficiency: Other Languages



Other Languages Limited English Proficient (LEP) are individuals who speak a language other than English, Spanish, Indo-European, or Asian as their primary language and have a limited ability to read, speak, write, or understand English. NCTCOG defines LEP as individuals that answered on the Census that their ability to read, speak, write, or understand English is less than "very well". Other languages include Hungarian, Arabic, Hebrew, languages of Africa, native languages of American Indians and Alaska natives, and indigenous languages of Central and South America. The regional average of Other Languages LEP persons per block group is 0.27 percent. Data is from the 2009-2013 American Community Survey 5-Year Estimates.



Changes in Demographic Variables over Time

	2000 Decennial Census			2010 Decennial Census				2006-2010 ACS Estimates				2009-2013 ACS Estimates			
	Totals	MPA Regional Average (BG)	Total Percentage	Totals	MPA Regional Average (BG)	Total Percentage	Percent Change (2000-2010)	Totals	MPA Regional Average (BG)	Total Percentage	Percent Change (2000-2010)	Totals	MPA Regional Average (BG)	Total Percentage	Percent Change (2000-2013)
Total Black*	740,570	15.45%	14.25%	1,015,603	15.58%	15.82%	37.14%	910,633	14.54%	14.69%	22.96%	1,044,102	15.61%	15.90%	40.99%
Total Am. Indian/Alaska Native*	56,865	1.10%	1.09%	84,851	1.32%	1.32%	49.21%	31,026	0.51%	0.50%	-45.44%	88,559	1.37%	1.35%	55.74%
Total Asian*	219,142	3.75%	4.22%	385,636	5.57%	6.01%	75.98%	319,721	4.80%	5.16%	45.90%	407,897	5.80%	6.21%	86.13%
Total Hawaiian/Pacific Islander*	8,253	0.16%	0.16%	13,086	0.21%	0.20%	0.02%	6,363	0.11%	0.10%	-22.90%	12,748	0.19%	0.19%	54.47%
Hispanic	1,120,527	22.28%	21.56%	1,757,112	28.33%	27.38%	56.81%	1,643,252	26.86%	26.51%	46.65%	1,811,883	28.18%	27.59%	61.70%
Total Minority	2,121,346	42.23%	40.82%	3,175,810	49.48%	49.48%	49.71%	2,988,753	48.04%	48.21%	40.89%	3,289,292	49.87%	50.09%	55.06%
Low Income	549,051	11.86%	10.74%	N/A	N/A	N/A	N/A	817,184	14.03%	13.39%	48.84%	949,656	15.59%	14.66%	72.96%
Disabilities	1,437,885	18.91%	30.43%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	607,881	9.63%	9.34%	N/A**
65+	412,718	11.66%	7.94%	570,341	9.80%	8.89%	38.19%	531,410	9.59%	8.57%	28.76%	609,258	10.33%	9.28%	47.62%
Female Head of Household	139,408	4.68%	7.36%	180,959	7.77%	7.81%	29.81%	182,847	8.17%	8.22%	31.16%	192,837	8.24%	8.28%	38.33%
Zero Car	114,775	6.93%	6.06%	N/A	N/A	N/A	N/A	112,842	5.44%	5.07%	-1.68%	117,868	5.44%	5.06%	2.69%
LEP Total	592,713	12.51%	12.39%	N/A	N/A	N/A	N/A	765,371	13.84%	13.43%	29.13%	804,499	13.69%	13.25%	35.73%
LEP Spanish Language	486,521	10.50%	10.17%	N/A	N/A	N/A	N/A	624,880	11.52%	10.97%	28.44%	644,483	11.22%	10.62%	32.47%
LEP Asian Language	67,036	1.28%	1.40%	N/A	N/A	N/A	N/A	89,868	1.48%	1.58%	34.06%	99,898	1.53%	1.65%	49.02%
LEP Indo-European Language	29,705	0.56%	0.62%	N/A	N/A	N/A	N/A	35,731	0.60%	0.63%	20.29%	42,650	0.67%	0.70%	43.58%
LEP Other Language	9,451	0.17%	0.20%	N/A	N/A	N/A	N/A	14,892	0.25%	0.26%	57.57%	17,468	0.27%	0.29%	84.83%
Total Population	5,197,317			6,417,724			23.48%	6,198,833			19.27%	6,567,296			26.36%

*Includes individuals who identified as a particular race and Hispanic ethnic group.

**2013 ACS Disability data is only available at the Census Tract level.

MPA Regional Average (BG): Mean of the percentage per Census block group for each population variable. Used to map locations of population groups in the region.

Total Percentage: Percentage for the total regional total for each population variable. Used to compare a change over time for the whole region.

Regional Environmental Justice Analysis

As described in the **Social Considerations** chapter, the analysis included the review of key system performance indicators, such as number of jobs accessible by automobile or transit and congestion levels. Results were compared for areas determined to have a significant percentage of protected class populations versus unprotected class populations (see the *Environmental Justice Analysis Results* section for definitions). The performance indicator results are reported in the **Social Considerations** chapter for the Environmental Justice Aggregate Protected Class and for all protected classes in the *Environmental Justice Analysis Results* section found later in this Appendix. The following section describes how the performance indicators were calculated.

Accessibility Indicators

Job Accessibility

Access to Jobs by Automobile and Transit

Accessibility to jobs by car or transit were computed based on the travel times forecasted for roadway and transit networks scenarios (Build and No-Build).

First, the number of jobs accessible was calculated for each of the Travel Survey Zones (TSZ). Accessible is defined as 30 minutes for auto and 60 minutes for transit. This calculation is done based on forecasted travel times from the centroid of each zone to the centroids of the remaining zones using the information indicated below. Additional travel time accessibility thresholds are included to represent short, average, and long travel times by auto and transit. Mobility 2040 includes results for the number of jobs accessible by auto within

0 to 15, 16 to 30, and 31 to 45 minutes, and within 0 to 30, 31 to 60, and 61 to 90 minutes by transit.

For auto: AM shortest path time plus the time spent at trip end points going to and from the vehicle.¹

For transit: Minimum of the sum of the Initial Wait Time, Transfer Wait Time, Transfer Walk Time, Access Time, Egress Walk Time, and Dwell Time from the Bus, Rail, and Bus-Rail matrices for Peak Park-and-Ride² and No Park-and-Ride.³

Next, the number of TSZs located within 0 to 15, 16 to 30, and 30 to 45 minutes for auto, and 0 to 30, 31 to 60, and 61 to 90 minutes for transit were identified for each TSZ. Then, the total number of jobs accessible by auto and by transit were summed and saved as attributes of each TSZ. Finally, the regional average number of jobs accessible to protected zones for auto and transit was computed as weighted averages based on population using the following formulas (16 to 30 minutes by auto and 31 to 60 minutes by transit shown as examples):

$$Jobs\ for\ auto_{Regionalaverage} = \frac{\sum_{i=1}^n Jobs\ within\ 16-30\ min_i \times Population_i \times \phi_i}{\sum_{i=1}^n Population_i \times \phi_i}$$

$$Jobs\ for\ transit_{Regionalaverage} = \frac{\sum_{i=1}^n Jobs\ within\ 31-60\ min_i \times Population_i \times \phi_i}{\sum_{i=1}^n Population_i \times \phi_i}$$

Where:

i = Index used to represent a travel forecasting zone.

ϕ = Parameter equal to 1 for protected zones, otherwise it is equal to 0.

The job accessibility values for the unprotected zones can be calculated using similar formulas to those previously described, but inverting the value of the parameter ϕ so that it is equal to 1 for those zones that have a performance measure lower than the regional average.

Access to Jobs by Bicycling and Walking

The calculation for this performance indicator was similar to the auto and transit accessibility indicators. Accessibility by bicycling and walking was computed based on model length of walkable links in the roadway networks scenarios (Build and No-Build).

First, the number of jobs accessible was calculated for each of the TSZs. Accessible is defined as within two miles for bicycling and walking. This calculation is done based on model link lengths from the centroid of each zone to the centroids of the remaining zones using the information indicated below. Only zones that are classified as area types 1 (Central Business District), 2 (Outer Business District), and 3 (Urban Residential) were considered for this indicator.

Next, the number of TSZs located within two miles of each TSZ were identified. Then, the total number of jobs accessible by bicycle/walking was summed and saved as attributes of each TSZ. Finally, the following formula was used to calculate the regional average of the number of jobs accessible to protected zones by bicycle/walking:

$$Jobs\ for\ bicycle\ /walking_{Regionalaverage} = \frac{\sum_{i=1}^n Jobs\ within\ 2miles_i \times Population_i \times \phi_i}{\sum_{i=1}^n Population_i \times \phi_i}$$

Where:

i = Index used to represent a travel forecasting zone.

ϕ = Parameter equal to 1 for protected zones, otherwise it is equal to 0.

¹ [TerminalPKTIME] of the PK_HOV.mtx file

² Minimum of ([Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Drive Time] + [Egress Walk Time] + [Dwelling Time]) from BPKPR.mtx, BRPKPRnew.mtx, and RPKPR.mtx

³ Minimum of ([Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Walk Time] + [Egress Walk Time] + [Dwelling Time]) from BPKNOPR.mtx, BRPKNOPRnew.mtx, and RPKNOPR.mtx.

The job accessibility values for the unprotected zones can be calculated using similar formulas to those previously described, but inverting the value of the parameter \emptyset so that it is equal to 1 for those zones that have a performance measure lower than the regional average.

Accessibility to Special Generators

Population Accessible to Special Generators by Car

The Population Accessible to Hospital, Regional Shopping Mall, and University Special Generators is the number of people within 15 minutes of auto travel time in the off-peak period from protected zones to hospital special generators, and within 30 minutes of auto travel time in the off-peak period from protected zones to regional shopping mall and university special generators. Hospital special generators have a lower time threshold due to the critical need of accessing hospitals for emergency care.

This calculation incorporates the parameter \emptyset so only travel to protected zones is included; for unprotected zones, a similar formula to the one previously shown is used and the value of the \emptyset parameter is inverted accordingly. The formula for Population Accessible to Regional Shopping Mall and University Special Generators is shown below:

$$\text{Population Acc by auto to } SG_{30\text{min}} = \sum_{i=1}^n \beta_i \times \text{Population}_i \times \phi_i$$

Where:

i = Index used to represent a travel forecasting zone.

β_i = Parameter for zone i which is 1 if the zone is within 30 minutes auto travel time in off-peak period by a Special Generator and 0 otherwise. Access to special generator types of Hospital, Regional Shopping Mall, and University Special Generators are calculated separately.

\emptyset = Parameter equal to 1 for protected zones, otherwise it is equal to 0.

⁴ Minimum of (([Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Drive Time] + [Egress Walk Time] + [Dwelling Time]) from BOPPR.mtx, BROPNPRnew.mtx, and ROPPR.mtx

Percentage of Zones Accessible to Hospital Special Generators by Transit

The Percentage of Zones Accessible to Hospital Special Generators by Transit is the percentage of zones within 60 minutes of transit travel time in the off-peak period from protected zones to hospital special generators. The transit travel time is calculated as the minimum of the sum of the Initial Wait Time, Transfer Wait Time, Transfer Walk Time, Access Time, Egress Walk Time, and Dwell Time from the Bus, Rail, and Bus-Rail matrices for Off-Peak Park-and-Ride⁴ and No Park-and-Ride.⁵

This calculation incorporates the parameter \emptyset so only travel to protected zones is included; for unprotected zones, a similar formula to the one previously shown is used and the value of the \emptyset parameter is inverted accordingly. The formula for Percentage of Zones Accessible by Transit to Hospital Special Generators is shown below:

$$\% \text{ Zones Acc by Transit To Hospita } SG_{60\text{min}} = \frac{\sum_{i=1}^n \beta_i \times \phi_i}{\sum_{i=1}^n \phi_i}$$

Where:

i = Index used to represent a travel forecasting zone.

β_i = Parameter for zone i which is 1 if the zone is within 60 minutes transit travel time in off-peak period to a Hospital Special Generator and 0 otherwise. This transit travel time to a zone is calculated by finding the minimum travel time in the off-peak from BOPPR.mtx, BROPNPRnew.mtx, ROPPR.mtx, BOPNPR.mtx, BROPNPRnew.mtx, and ROPNPR.mtx

\emptyset = Parameter equal to 1 for protected zones, otherwise it is equal to 0.

⁵ Minimum of (([Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Walk Time] + [Egress Walk Time] + [Dwelling Time]) from BOPNPR.mtx, BROPNPRnew.mtx, and ROPNPR.mtx

Mobility Indicators

Congestion Level

The Congestion Level is calculated for each protected group based on attributes of the links of the roadway networks. In this case, the first step consists of identifying if a link is located in a protected or unprotected zone. The regional congestion value for protected zones is then calculated using the formula presented below:

Congestion Level =

$$\frac{\sum_{i=1}^n (Max(AMHRVOC_{AB_i}, PMHRVOC_{AB_i}) + Max(AMHRVOC_{BA_i}, PMHRVOC_{BA_i})) * MODEL_LENGTH_i \times \phi_i}{\sum_{i=1}^n (MODEL_LENGTH_i \times \phi_i \times \beta_i)}$$

Where:

i = Index used to represent a roadway link where FUNCL = {1, 2, 3, 6, 7, 8}.

AMHRVOC_{AB/BA} = Peak Hour Volume Capacity Ratio in the AB or BA direction of a link during the AM peak period, respectively.

PMHRVOC_{AB/BA} = Peak Hour Volume Capacity Ratio in the AB or BA direction of a link during the PM peak period, respectively.

Model_Length = Length of the link in miles.

ϕ = Parameter equal to 1 for links located in protected zones; otherwise it is equal to 0.

β = Number of directions (AB, BA) on the link. 2 if DIR = 0; 1 otherwise.

For unprotected zones, a similar formula to the one previously shown is used and the value of the ϕ parameter is inverted accordingly.

Average Travel Length (Time and Distance)

Average Trip Time by Car (Minutes)

The Average Trip Time is the ratio of the product of trips and time to trips from protected zones to all zones. The value is calculated using home-based work trips and the shortest path travel time in the AM peak period. The calculation of

Average Trip Time incorporates the parameter ϕ so only travel to protected zones is included; for unprotected zones, a similar formula to the one previously shown is used and the value of the ϕ parameter is inverted accordingly. The formula for Average Trip Time is the following:

$$\frac{\sum_{i=1}^n ([HBW]_i * [PKTIME_AB / PKTIME_BA]_i \times \phi_i)}{\sum_{i=1}^n ([HBW]_i \times \phi_i)}$$

Where:

i = Index used to represent a travel forecasting zone.

[HBW] = Home-based work trips taken from core [HBW] in matrix PADIST.MTX.

PKTIME_{AB/BA} = Shortest path travel time in AM peak period; core in PK_HOV.MTX. This core is used in order to be similar to the values that appear in the Trip Distribution portion of the performance report; Terminal Time is not incorporated.

ϕ = Parameter equal to 1 for protected zones, otherwise it is equal to 0.

Average Trip Length by Car (Miles)

The Average Trip Length is the ratio of the product of trips and length to trips from protected zones to all zones. The value is calculated using home-based work trips and the shortest path travel length in the AM peak period.

The calculation of Average Trip Length incorporates the parameter ϕ so only travel to protected zones is included; for unprotected zones, a similar formula to the one previously shown is used and the value of the ϕ parameter is inverted accordingly. The formula for Average Trip Length is the following:

$$\frac{\sum_{i=1}^n ([HBW]_i * [MODEL_LENGTH(Skim)]_i \times \phi_i)}{\sum_{i=1}^n ([HBW]_i \times \phi_i)}$$

Where:

i = Index used to represent a travel forecasting zone.

[*HBW*] = Home-based work trips taken from core [*HBW*] in matrix PADIST.MTX.

[*MODEL_LENGTH(Skim)*] = Shortest path travel length in AM peak period; core in matrix PK_HOV.MTX.

\emptyset = Parameter equal to 1 for protected zones, otherwise it is equal to 0.

Environmental Justice Analysis Results

The tables in this section represent the results of the key performance indicators for the aggregate protected and individual protected populations. The underlying demographic data used in the tool is based on the 2009-2013 American Community Survey 5-Year Estimates. A summary of the results for all the performance indicators for the Environmental Justice Aggregate protected class is included in the **Social Considerations** chapter. The following tables represent the key performance indicators (job accessibility and congestion) for all of the protected classes included in the analysis.

Environmental Justice Population Group	Regional Average	Total Population
African American Race	15.61%	1,044,102
American Indian/Alaskan Native Race	1.37%	88,559
Asian Race	5.68%	407,897
Native Hawaiian/Pacific Islander Race	0.19%	12,748
Hispanic Ethnicity	28.18%	1,811,883
Low Income	15.59%	949,656

Definitions

Total: The total population for the region for each demographic scenario.

Protected: The total population of a TSZ with a total minority population above the regional average or a low-income population above the regional average for the aggregate Environmental Justice group, or an individual Environmental Justice population group that is above the regional average. For each subsequent chart, the specific population is compared individually. For each racial group, the

total number of individuals identifying as that race, regardless of ethnicity, are included.

Non-Protected: The total population less the protected population being analyzed. In the aggregate table, the non-protected population is the total population less all minority and low-income persons. For each subsequent chart, the non-protected population will include the total population less the total population of the specific population being compared. For this reason, some protected populations are included in the non-protected category. For example, for the low-income analysis, the non-protected population is the total population less the low-income population; minority populations that are not low-income are considered non-protected for this analysis.

Current Network: This scenario uses the 2017 network and demographic projection. This year was used to be consistent with the current network definition used for conformity determination. This analysis is performed to provide a base year to determine how the recommendations in Mobility 2040 impact the community.

2040 Build: This scenario uses 2040 demographic projections and assumes that all of the recommendations in Mobility 2040 are built. This analysis is performed to determine how building the recommendations in Mobility 2040 will impact the community.

2040 No-Build: This scenario uses the 2040 demographic projections and assumes that no recommendations in Mobility 2040 are built. This analysis is performed to determine how not building the recommendations in Mobility 2040 will impact the community.

Number of Jobs Accessible by Auto: The regional average number of jobs within 0 to 15, 16 to 30, and 31 to 45 minute travel contours from zones identified as protected or non-protected.

Number of Jobs Accessible by Transit: The regional average number of jobs within 0 to 30, 31 to 60, and 61 to 90 minute travel contours from zones identified as protected or non-protected.

Congestion: This is the average percent lane miles congested for zones identified as protected and non-protected.

Difference: The difference of the average number of jobs accessible for protected and non-protected populations or the difference between the percent lane miles congested.

Percent Change: This is the percent change in the number of jobs available within the given travel contours between the Build and No-build scenario, or is the percent change in congestion.

This represents the total number of people that live in a zone that is considered protected. For example, if a zone has a percentage of low-income individuals that is greater than the regional average of 15.59%, the entire population of the zone, both low-income and non-low-income individuals, is considered protected.

How to Read the Chart:

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (Build vs No-Build)
	Protected	3,822,220	5,360,224	5,360,224	
	Non-protected	3,413,288	5,316,620	5,316,620	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	72,785	63,805	77,406	21.3%
	Non-protected	57,869	36,585	44,977	22.9%
	Difference	14,916	27,220	34,429	
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	605,941	403,678	620,978	53.8%
	Non-protected	439,156	210,583	338,993	61.0%
	Difference	166,785	193,095	281,985	
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,159,954	727,543	1,340,361	84.2%
	Non-protected	903,610	343,397	626,833	82.5%
	Difference	256,344	384,147	713,529	
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	248,862	222,132	397,362	78.9%
	Non-protected	126,403	81,145	177,332	118.5%
	Difference	122,459	140,987	220,030	
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	1,157,364	1,264,362	2,102,184	66.3%
	Non-protected	749,733	525,340	1,574,234	199.7%
	Difference	407,631	739,022	527,949	
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	703,231	906,483	966,705	6.6%
	Non-protected	631,687	545,276	943,646	73.1%
	Difference	71,544	361,207	23,059	
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	11,187	16,552	16,632	0.5%
	Non-protected	8,249	9,854	9,875	0.2%
	Difference	2,938	6,698	6,758	
Percent of Lane Miles Congested	Protected	45%	74%	64%	-10%
	Non-Protected	43%	74%	60%	-14%
	Difference	2%	0%	4%	

This represents the additional percent of jobs available in the 2040 Build scenario versus the No-Build scenario for both the protected and non-protected populations. Here the protected population has access to 21.3% more jobs in the Build scenario than the No-Build scenario.

This represents the difference in percentage of congestion levels in the Build and No-Build scenarios. A negative number indicates a reduction in congestion. Here the protected population will experience 10% less congestion in the Build scenario than in the No-Build scenario.

Access to Jobs and Congestion

Performance Results for Aggregate Environmental Justice Populations

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (Build vs No-Build)
	Protected	3,822,220	5,360,224	5,360,224	
	Non-protected	3,413,288	5,316,620	5,316,620	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	72,785	63,805	77,406	21.3%
	Non-protected	57,869	36,585	44,977	22.9%
	Difference	14,916	27,220	34,429	
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	605,941	403,678	620,978	53.8%
	Non-protected	439,156	210,583	338,993	61.0%
	Difference	166,785	193,095	281,985	
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,159,954	727,543	1,340,361	84.2%
	Non-protected	903,610	343,397	626,833	82.5%
	Difference	256,344	384,147	713,529	
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	248,862	222,132	397,362	78.9%
	Non-protected	126,403	81,145	177,332	118.5%
	Difference	122,459	140,987	220,030	
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	1,157,364	1,264,362	2,102,184	66.3%
	Non-protected	749,733	525,340	1,574,234	199.7%
	Difference	407,631	739,022	527,949	
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	703,231	906,483	966,705	6.6%
	Non-protected	631,687	545,276	943,646	73.1%
	Difference	71,544	361,207	23,059	
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	11,187	16,552	16,632	0.5%
	Non-protected	8,249	9,854	9,875	0.2%
	Difference	2,938	6,698	6,758	
Percent of Lane Miles Congested	Protected	45%	74%	64%	-10%
	Non-protected	43%	74%	60%	-14%
	Difference	2%	0%	4%	

A negative percent change indicates a reduction in congestion.

Performance Results for Low-Income Populations

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (Build vs No-Build)
	Protected	2,514,884	3,451,786	3,451,786	
	Non-protected	4,720,624	7,225,058	7,225,058	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	75,969	71,042	84,317	18.7%
	Non-protected	60,303	40,317	50,241	24.6%
	Difference	15,665	30,724	34,075	
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	617,373	451,071	672,967	49.2%
	Non-protected	479,256	238,946	388,639	62.6%
	Difference	138,117	212,125	284,328	
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,134,307	794,345	1,393,727	75.5%
	Non-protected	988,266	412,951	789,810	91.3%
	Difference	146,041	381,394	603,917	
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	257,743	251,111	427,234	70.1%
	Non-protected	155,586	104,541	221,179	111.6%
	Difference	102,157	146,570	206,055	
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	1,185,791	1,365,080	2,107,069	54.4%
	Non-protected	847,478	672,428	1,711,354	154.5%
	Difference	338,312	692,652	395,716	
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	710,300	989,239	934,713	-5.5%
	Non-protected	647,734	601,149	965,021	60.5%
	Difference	62,565	388,090	-30,308	
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	12,749	18,937	19,033	0.5%
	Non-protected	8,231	10,483	10,513	0.3%
	Difference	4,518	8,454	8,520	
Percent of Lane Miles Congested	Protected	41%	70%	59%	-11%
	Non-protected	45%	76%	62%	-14%
	Difference	-4%	-6%	-3%	

A negative percent change indicates a reduction in congestion.

Performance Results for African American Populations

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (Build vs No-Build)
	Protected	2,377,943	3,453,166	3,453,166	
	Non-protected	4,857,565	7,223,678	7,223,678	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	68,457	62,510	74,923	19.9%
	Non-protected	64,422	44,390	54,725	23.3%
	Difference	4,034	18,120	20,198	
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	550,010	363,534	550,865	51.5%
	Non-protected	516,125	280,750	446,954	59.2%
	Difference	33,885	82,784	103,911	
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,133,240	662,949	1,220,222	84.1%
	Non-protected	992,905	475,690	872,635	83.4%
	Difference	140,335	187,259	347,587	
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	238,592	201,892	371,088	83.8%
	Non-protected	167,841	128,042	247,980	93.7%
	Difference	70,751	73,850	123,109	
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	1,138,131	1,200,501	2,166,580	80.5%
	Non-protected	880,347	750,970	1,682,830	124.1%
	Difference	257,783	449,531	483,750	
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	697,679	883,685	1,025,683	16.1%
	Non-protected	655,676	651,533	921,540	41.4%
	Difference	42,003	232,152	104,143	
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	10,438	15,973	16,059	0.5%
	Non-protected	9,489	11,899	11,932	0.3%
	Difference	948	4,075	4,127	
Percent of Lane Miles Congested	Protected	49%	81%	69%	-12%
	Non-protected	42%	72%	59%	-13%
	Difference	7%	9%	10%	

A negative percent change indicates a reduction in congestion.

Performance Results for American Indian/Alaskan Native Populations

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (Build vs No-Build)
	Protected	2,128,303	3,219,442	3,219,442	
	Non-protected	5,107,205	7,457,402	7,457,402	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	64,008	47,794	59,008	23.5%
	Non-protected	66,473	51,311	62,229	21.3%
	Difference	-2,465	-3,517	-3,221	
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	514,449	296,267	467,137	57.7%
	Non-protected	532,601	312,385	486,357	55.7%
	Difference	-18,152	-16,118	-19,220	
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,039,900	521,989	936,008	79.3%
	Non-protected	1,038,662	542,413	1,006,228	85.5%
	Difference	1,238	-20,425	-70,219	
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	185,220	148,889	274,435	84.3%
	Non-protected	193,540	153,238	293,564	91.6%
	Difference	-8,320	-4,349	-19,129	
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	923,463	890,309	1,706,862	91.7%
	Non-protected	982,405	898,973	1,896,457	111.0%
	Difference	-58,942	-8,664	-189,595	
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	653,655	696,573	908,985	30.5%
	Non-protected	676,075	739,587	975,184	31.9%
	Difference	-22,421	-43,014	-66,198	
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	10,584	14,296	14,303	0.1%
	Non-protected	9,475	12,750	12,820	0.5%
	Difference	1,109	1,546	1,484	
Percent of Lane Miles Congested	Protected	40%	72%	59%	-13%
	Non-protected	45%	75%	62%	-13%
	Difference	-5%	-3%	-3%	

A negative percent change indicates a reduction in congestion.

Performance Results for Asian Populations

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (Build vs No-Build)
	Protected	2,547,879	3,460,647	3,460,647	
	Non-protected	4,687,629	7,216,197	7,216,197	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	78,874	58,143	72,585	24.8%
	Non-protected	58,614	46,465	55,826	20.1%
	Difference	20,260	11,678	16,759	
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	610,233	343,506	537,654	56.5%
	Non-protected	482,164	290,269	453,182	56.1%
	Difference	128,069	53,237	84,473	
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,193,538	551,947	1,037,766	88.0%
	Non-protected	955,044	528,729	959,775	81.5%
	Difference	238,495	23,218	77,991	
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	201,026	152,698	297,251	94.7%
	Non-protected	185,694	151,557	283,262	86.9%
	Difference	15,332	1,142	13,989	
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	990,511	915,350	2,104,161	129.9%
	Non-protected	951,238	887,254	1,712,262	93.0%
	Difference	39,273	28,096	391,899	
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	676,091	712,647	1,021,244	43.3%
	Non-protected	665,887	733,317	923,561	25.9%
	Difference	10,204	-20,669	97,683	
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	11,846	16,607	16,656	0.3%
	Non-protected	8,690	11,590	11,642	0.4%
	Difference	3,156	5,017	5,014	
Percent of Lane Miles Congested	Protected	59%	84%	76%	-8%
	Non-protected	40%	72%	58%	-14%
	Difference	19%	12%	18%	

A negative percent change indicates a reduction in congestion.

Performance Results for Hawaiian/Pacific Islander Populations

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (Build vs No-build)
	Protected	922,339	1,262,113	1,262,113	
	Non-protected	6,313,169	9,414,731	9,414,731	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	62,555	49,254	59,898	21.6%
	Non-protected	66,215	50,384	61,440	21.9%
	Difference	-3,660	-1,130	-1,542	
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	489,943	295,152	470,284	59.3%
	Non-protected	532,714	309,184	481,939	55.9%
	Difference	-42,770	-14,032	-11,656	
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,010,214	503,156	965,340	91.9%
	Non-protected	1,043,236	540,692	987,697	82.7%
	Difference	-33,022	-37,536	-22,357	
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	161,279	122,284	246,355	101.5%
	Non-protected	195,449	155,901	293,352	88.2%
	Difference	-34,170	-33,617	-46,997	
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	916,988	874,300	1,807,977	106.8%
	Non-protected	972,092	899,318	1,843,484	105.0%
	Difference	-55,104	-25,017	-35,507	
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	673,476	758,430	1,041,967	37.4%
	Non-protected	668,897	722,352	943,594	30.6%
	Difference	4,579	36,077	98,373	
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	7,774	11,253	11,404	1.3%
	Non-protected	10,097	13,480	13,517	0.3%
	Difference	-2,323	-2,226	-2,112	
Percent of Lane Miles Congested	Protected	44%	74%	63%	-11%
	Non-protected	44%	74%	61%	-13%
	Difference	0%	0%	2%	

A negative percent change indicates a reduction in congestion.

Performance Results for Hispanic Populations

Performance Measure	Population	2017 Current Network	2040 No-Build	2040 Build	Percent Change (Build vs No-build)
	Protected	2,478,948	3,273,570	3,273,570	
	Non-protected	4,756,560	7,403,274	7,403,274	
	Totals	7,235,508	10,676,844	10,676,844	
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	76,145	70,560	84,761	20.1%
	Non-protected	60,330	41,270	50,865	23.3%
	Difference	15,815	29,290	33,896	
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	651,825	460,710	699,859	51.9%
	Non-protected	462,344	239,789	383,593	60.0%
	Difference	189,481	220,921	316,265	
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,234,798	830,145	1,497,125	80.3%
	Non-protected	936,997	406,302	758,627	86.7%
	Difference	297,801	423,843	738,497	
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	270,931	259,693	455,015	75.2%
	Non-protected	149,485	104,275	213,855	105.1%
	Difference	121,446	155,419	241,160	
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	1,215,401	1,422,629	2,201,587	54.8%
	Non-protected	834,603	663,656	1,679,086	153.0%
	Difference	380,798	758,973	522,501	
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	724,046	1,007,572	981,980	-2.5%
	Non-protected	641,043	602,385	943,391	56.6%
	Difference	83,003	405,187	38,588	
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	11,954	17,710	17,779	0.4%
	Non-protected	8,679	11,230	11,272	0.4%
	Difference	3,274	6,480	6,507	
Percent of Lane Miles Congested	Protected	46%	76%	65%	-11%
	Non-protected	43%	74%	60%	-14%
	Difference	3%	2%	5%	

A negative percent change indicates a reduction in congestion.

Public Participation Requirements

Elements of the Public Participation Plan that specifically respond to federal 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 courthouses, 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, the North Central Texas Council of Governments 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 email. Interested parties may subscribe to receive topic-specific email correspondence. Additional Web-related communication tools are evaluated continually 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 (TIP), Metropolitan Transportation Plan (MTP), 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.

These measures fulfill federal regulations outlined in 23 CFR §450.316 concerning 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 nonprofit 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.

NCTCOG Transportation Department Publications

The following regular publications are available online and in print:

[Progress North Texas](#) (annual report)

[Mobility Matters](#) (semiannual newsletter)

[Local Motion](#) (monthly newsletter)

[Fact sheets](#) (continuing series)

[Regional Mobility Initiatives](#) (series of reports)

[Charting the Future: A Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area](#) (citizen's guide published in English and Spanish)

Other technical reports and summaries are produced and distributed as needed.

Mobility 2040 Infographic

MY COMMUNITY NEEDS BETTER...

- A. Places to walk or bike
- B. Train service
- C. Bus service
- D. Roads
- E. Options for living near work

TELL US at nctcog.org/survey2040.

TAKE our 6-question survey for a chance to win prizes!



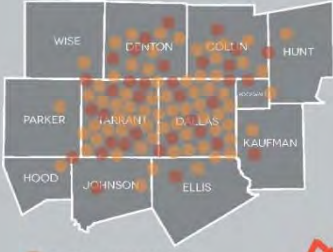
The North Central Texas Council of Governments coordinates with cities, counties, and partner agencies to plan transportation improvements for the 12-county Dallas-Fort Worth area. NCTCOG is seeking public input for the new long-term transportation plan for North Texas.



MOBILITY 2040 TRANSPORTATION CHOICES FOR OUR FUTURE

A GROWING Region

Regional Growth, 2014 - 2040



North Texas adds about 1 million people every decade. By 2040, 10.6 million people will call the region home.

More people means more jobs. North Texas will create an additional 1.9 million jobs by 2040.

Residents, 2014 (100,000)
New residents, 2014-2040 (100,000)

All projections are preliminary and subject to further review and analysis.

MEETING THE Challenge

As new people have moved here, we've built more roads and passenger rail. But, more people keep coming. We haven't been able to keep up.

Even assuming 2035 plans are completed, trips on North Texas roads will take roughly 70 percent longer in 2040.

Regional Rail & Highway Miles, 1990 - 2035

Year	Rail Miles	Highway Miles
1990	0	638
2014	146	910
2035	497	1050


Roadway Congestion Levels

Year	Freeflowing	Slower Speeds/Difficulty Changing Lanes	Gridlock
2014	49%	30%	22%
2040	22%	22%	56%

FUNDING ROAD Improvements

The gas tax is the biggest source of transportation funding. It's stayed the same since the early 1990s, even though inflation and the price of gas have increased.

Tolls can help fund new roads. Without the tolls, many roads could not have been built. But, toll roads alone can't keep up with growth.



38.3-Cent State Gas Tax Rate Needed to Maintain 1991 Purchasing Power

20 CENTS current per gallon state gas tax rate

18.3 CENTS additional per gallon state tax needed

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	Improve traffic operations
<small>Residential options for living a short walk or bike ride away from schools, stores and entertainment</small>	<small>Improvements in technology, signage and emergency response to keep traffic flowing</small>



Mobility 2040 Survey Results

The first Mobility 2040 survey was posted online; promoted by email and social media; and distributed at public meetings, outreach events, and gatherings of community and industry groups during the spring and summer 2015. (Due to rounding, results for each question may not equal 100 percent.)

1. My community needs better _____. (2,501 respondents)
 - A. Places to walk or bike 37% (920)
 - B. Train service 19% (472)
 - C. Bus service 12% (307)
 - D. Roads 27% (664)
 - E. Options for living near work 6% (138)

2. The number one problem making traffic worse on North Texas road is _____. (2,455 respondents)
 - A. Potholes 28% (685)
 - B. Confusing signs 9% (231)
 - C. Truck traffic 21% (516)
 - D. Lots of accidents 23% (555)
 - E. Dangerous intersections 19% (468)

3. If traffic congestion becomes much worse, I would consider _____ to get to work. (2,500 respondents)
 - A. Carpooling 7% (186)
 - B. Taking a train 23% (582)
 - C. Taking a bus 8% (191)
 - D. Leaving before or after rush hour 27% (686)
 - E. Moving closer to work 13% (336)
 - F. I would not change anything about the way I get to work 21% (519)

4. With the population growing and money for new roads limited, how should North Texas invest transportation funds in the future? (2,504 respondents)
 - A. Maintain existing roads 22% (549)
 - B. Make biking and walking easier 17% (434)
 - C. Make taking the train easier 24% (612)
 - D. Make taking the bus easier 9% (219)
 - E. Promote different driving habits 6% (153)
 - F. Use technology to improve traffic flow 21% (537)

5. Would you consider options besides driving alone if they were convenient? (2,450 respondents)
 - A. Strongly agree 46% (1,132)
 - B. Agree 26% (635)
 - C. Slightly agree 9% (211)
 - D. Neutral 8% (195)
 - E. Slightly disagree 2% (48)
 - F. Disagree 4% (110)
 - G. Strongly disagree 5% (119)

6. Do you think roadway congestion is a top challenge facing North Texas? (2,448 respondents)
 - A. Strongly agree 54% (1,315)
 - B. Agree 27% (651)
 - C. Slightly agree 8% (189)
 - D. Neutral 5% (120)
 - E. Slightly disagree 2% (46)
 - F. Disagree 2% (59)
 - G. Strongly disagree 3% (68)

The second Mobility 2040 survey was posted online, promoted through email and social media, and distributed at public meetings and gatherings of community and industry groups during fall 2015. (Due to rounding, results for each question may not equal 100 percent.)

1. Which of the following would most benefit you as you travel on the region's roadways?

- | | |
|---|-----------|
| A. A handful of large-scale improvements to the region's most congested roadways. | 52% (622) |
| B. Many small-scale improvement to roadways throughout the 12-county region. | 48% (575) |

2. Would you like your home municipality to add or improve access to public transportation, such as rail and/or bus?

- | | |
|---|-----------|
| A. Yes, I would like to add or improve access to both rail and bus. | 42% (508) |
| B. Yes, I would like to add or improve access to rail. | 22% (265) |
| C. Yes, I would like to add or improve access to bus. | 4% (49) |
| D. My home municipality already has access to rail and/or bus and does not need to add or improve access. | 7% (80) |
| E. No, I would not like to add or improve access to rail and/or bus. | 26% (310) |

3. For what aspect of the transportation planning process would you most like to provide input?

- | | |
|--|-----------|
| A. Creating a vision for the future of transportation in the Dallas-Fort Worth region. | 35% (418) |
| B. Identifying specific areas or travel corridors that need improvement. | 45% (539) |
| C. How transportation planners communicate with the public. | 12% (140) |
| D. How the transportation system affects air quality and natural lands. | 8% (92) |

4. If you drive alone to work, what factor would most likely lead you to find a different means to commute?

- | | |
|---|-----------|
| A. Higher cost of gasoline | 3% (41) |
| B. More direct access by rail and/or bus | 39% (463) |
| C. More direct access by bicycling and/or walking | 7% (86) |
| D. Higher levels of congestion on roadways | 10% (116) |
| E. Tools to make forming a carpool easier | 2% (25) |
| F. An opportunity coordinated by my employer, such as an employee vanpool | 3% (40) |
| G. Nothing | 24% (283) |
| H. Other (please specify)* | 12% (137) |

5. Has transportation, or a lack of transportation, ever influenced a major life decision, such as where to live or work?

- | | |
|--------|-----------|
| A. Yes | 58% (704) |
| B. No | 42% (503) |

*The open-ended responses to Question 4 can be found at www.nctcog.org/trans/mtp/2040.

Mobility 2040 Outreach Events

Date	Event	Type
March 27, 2015	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Presentation
March 28, 2015	Fort Worth Earth Party	Community Event, Mobility 2040 Survey 1 Distribution
April 1, 2015	Fort Worth Breakfast Club	Presentation
April 2, 2015	Brookhaven College Earth Day Fest, Farmers Branch	Community Event, Mobility 2040 Survey 1 Distribution
April 9, 2015	Regional Transportation Council, NCTCOG Office, Arlington	Presentation, Mobility 2040 Survey 1 Distribution
April 11, 2015	EcoCoppell Earthfest	Community Event, Mobility 2040 Survey 1 Distribution
April 11, 2015	Kemp Wild Flower Festival	Community Event, Mobility 2040 Survey 1 Distribution
April 12, 2015	Oak Cliff Earth Day, Dallas	Community Event, Mobility 2040 Survey 1 Distribution
April 16, 2015	University of Texas Southwestern Medical Center, Dallas	Community Event, Mobility 2040 Survey 1 Distribution
April 18, 2015	EPIC Earth Day Experience, Grapevine	Community Event, Mobility 2040 Survey 1 Distribution
April 22, 2015	Celebrating People and Planet, University of Texas at Arlington	Community Event, Mobility 2040 Survey 1 Distribution
April 23, 2015	University of North Texas Health Science Center Earth Day Celebration, Fort Worth	Community Event, Mobility 2040 Survey 1 Distribution
April 24, 2015	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Mobility 2040 Survey 1 Distribution
April 24-25, 2015	Earth Day Texas, Dallas	Community Event, Mobility 2040 Survey 1 Distribution
April 30, 2015	Southeast Area Transportation Alliance, Balch Springs	Community Event, Mobility 2040 Survey 1 Distribution
May 14, 2015	Regional Transportation Council, NCTCOG Office, Arlington	Presentation, Mobility 2040 Survey 1 Distribution
May 20, 2015	Bicycle and Pedestrian Advisory Committee, NCTCOG Office, Arlington	Presentation, Mobility 2040 Survey 1 Distribution
May 27, 2015	Dallas-Fort Worth Area Tourism Council, Farmersville	Mobility 2040 Survey 1 Distribution
June 8, 2015	Public Meeting, NCTCOG Office, Arlington	Presentation, Mobility 2040 Survey 1 Distribution
June 9, 2015	Regional Freight Advisory Council, NCTCOG Office, Arlington	Discussion
June 11, 2015	Regional Transportation Council, NCTCOG Office, Arlington	Presentation, Mobility 2040 Survey 1 Distribution
June 18, 2015	National Defense Transportation Association, Fort Worth	Presentation, Mobility 2040 Survey 1 Distribution
June 19, 2015	Air Transportation Technical Advisory Committee, NCTCOG Office, Arlington	Presentation, Mobility 2040 Survey 1 Distribution
June 26, 2015	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Presentation
July 9, 2015	Regional Transportation Council, NCTCOG Office, Arlington	Workshop, Presentation
July 11, 2015	Parker County Peach Festival, Weatherford	Community Event, Mobility 2040 Survey 1 Distribution
July 13, 2015	Naval Air Station Fort Worth, Joint Reserve Base Regional Coordination Committee	Presentation, Mobility 2040 Survey 1 Distribution
July 20, 2015	Garland City Council	Presentation
July 21, 2015	Women in the Environment, NCTCOG Office, Arlington	Presentation
July 24, 2015	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Presentation
August 11, 2015	Regional Freight Advisory Council, NCTCOG Office, Arlington	Discussion
August 13, 2015	Regional Transportation Council, NCTCOG Office, Arlington	Presentation, RTC Policy Survey
August 24, 2015	City of Dallas Transportation & Trinity Council Committee	Presentation

Date	Event	Type
August 28, 2015	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Presentation
September 8, 2015	Public Meeting, Downtown Denton Transit Center	Presentation, Mobility 2040 Survey 2 Distribution
September 9, 2015	Public Meeting, NCTCOG Office, Arlington	Presentation, Mobility 2040 Survey 2 Distribution
September 11, 2015	Women's Transportation Seminar, Grapevine	Presentation
September 14, 2015	Public Meeting, Irving City Hall	Presentation, Mobility 2040 Survey 2 Distribution
September 25, 2015	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Presentation
October 6, 2015	Institute for Supply Management – Fort Worth, Inc.	Presentation, Mobility 2040 Survey 2 Distribution
October 8, 2015	Texas Truckers Association, Fort Worth	Presentation, Mobility 2040 Survey 2 Distribution
October 8, 2015	Regional Transportation Council, NCTCOG Office, Arlington	Presentation
October 12, 2015	Public Meeting, Hampton-Illinois Branch Library	Presentation, Mobility 2040 Survey 2 Distribution
October 14, 2015	Public Meeting, NCTCOG Office, Arlington	Presentation, Mobility 2040 Survey 2 Distribution
October 15, 2015	Fort Worth Intermodal Transportation Center	Presentation, Mobility 2040 Survey 2 Distribution
October 22, 2015	Texas Society of Professional Engineers – Mid-Cities Chapter, Arlington	Presentation, Mobility 2040 Survey 2 Distribution
November 12, 2015	Regional Transportation Council, NCTCOG Office, Arlington	Workshop, Presentation
December 4, 2015	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Presentation
December 10, 2015	Regional Transportation Council, NCTCOG Office, Arlington	Presentation
December 14, 2015	Public Meeting, Denton North Branch Library	Presentation
December 15, 2015	Public Meeting, Richardson Civic Center	Presentation
December 16, 2015	Public Meeting, Ella Mae Shamblee Branch Library	Presentation
January 7, 2016	Public Meeting, Dallas Center for Community Cooperation	Presentation, Draft Document for Review
January 12, 2016	Public Meeting, Lewisville City Hall	Presentation, Draft Document for Review
January 13, 2016	Public Meeting, NCTCOG Office, Arlington	Presentation, Draft Document for Review
January 14, 2016	Regional Transportation Council, NCTCOG Office, Arlington	Presentation
January 22, 2016	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Presentation
January 22, 2016	7 th Annual North Texas Realty Symposium, Addition	Presentation
February 9, 2016	Public Meeting, Richardson Civic Center	Presentation
February 10, 2016	Public Meeting, NCTCOG Office, Arlington	Presentation
February 11, 2016	Regional Transportation Council, NCTCOG Office, Arlington	Presentation
February 15, 2016	Public Meeting, Mary Lib Saleh Euless Public Library	Presentation
February 26, 2016	Surface Transportation Technical Committee, NCTCOG Office, Arlington	Presentation
March 10, 2016	Regional Transportation Council, NCTCOG Office, Arlington	Presentation

Mobility 2040 Public Comments

The following comments represent those received outside of an official NCTCOG Public Meeting, Regional Transportation Council, or Surface Transportation Technical Committee meeting. Additional written and oral comments received at NCTCOG Public Meetings and Committee Meetings can be viewed online at: <http://www.nctcog.org/trans/mtp/2040/>.

Comment	NCTCOG Response
Cotton Belt Corridor	
<p>We are in full support of the “quiet rail” as opposed to a bus only solution [for Cotton Belt]. My neighbors and I want to ride a train as opposed to a bus anytime. It is a more attractive prospect in many ways -fast, quiet, less pollution, more of a big city feel. I would not likely use a bus solution. I would feel proud to have that quiet rail as part of my community and city. I like the image it provides. Please make note that our vote and overall support is with the “quiet rail.”</p>	<p>Mobility 2040 recommends regional rail in the Cotton Belt corridor from Dallas/Fort Worth International Airport to Plano. The MTP recommends a “one-seat ride” with connectivity to the TEX Rail project in the west. Mobility 2040 will include the “RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (P16-01)” which outlines efforts to advance rail in the corridor.</p>
<p>My husband and I have been Richardson residents for over 30 years. We as well as our neighbors are excited about a “quiet rail” to the airport. We feel this would be a great addition to the Dallas rail system and one that would be used instead of a bus. We believe that if a bus (even a dedicated bus) is the only solution, most people will opt to just drive their cars instead. A bus would be hampered with weather, traffic, accidents, etc. Please take into consideration our vote and full support of the “quiet rail.”</p>	
<p>I am writing to you regarding the recent public meeting at Richardson City hall where the 2040 Mobility plan was discussed. As it pertains to the Cotton Belt project, I am not in favor of any type of bus solution. <u>This should be a rail solution.</u> Rail projects a strong image for our community that buses simply do not provide. As a business traveler, I frequent the mass transit systems in many cities around the United States and abroad, all of which have both bus and train. I would never consider riding a bus for business travel, but have often used train travel in places like Chicago, London, San Francisco, Boston, New York, Washington D.C. and Paris. Most often this travels involves connections to the airports. I think you would agree that these cities all have a reputation for having progressive mass transit systems that are internationally friendly. And though Dallas may be many decades behind these cities in its development of mass transit, I believe that DART’s progress since the early 80’s has really improved our city’s international reputation especially in the development of the rail system. We are catching up very fast! Please don’t let the first opportunity to provide an East-West rail connector line to be compromised into a bus corridor. I’ve told my school age kids that we will one day be able to walk to a train station from our house in Richardson near UTD and go to the airport, which is quite exciting to them and to me. Thank you for the opportunity to provide input.</p>	

Comment	NCTCOG Response
<p>I am writing to you regarding the recent public meeting at Richardson City hall where the 2040 Mobility plan was discussed. I am the Director of Public Relations for the Canyon Creek HOA. Our voluntary HOA represents 2800 households roughly between Renner and Campbell between UTD and Central Expressway. I have also been a member of the Cotton Belt environmental impact study group. Our HOA has previously and continues to express full support for a rail based service on the Cotton Belt running from 190 station to DFW. We recognize the importance of this key transit corridor, and the opportunity rail provides to meaningfully impact mobility in the region. Of course we are not unconcerned about noise, and have worked with The City of Richardson to help get “Horn free” quiet crossings at all the rail crossings in Richardson. We also encourage the use of “quiet engines like the ones being tested on the Denton rail system. We are not in favor of a bus based solution for this corridor. It would generate more pollution. It does not project a strong image for our community. Busses do not attract the same ridership as rail, and while the Comet Busses have been quite successful supporting student traffic for UTD, the vision for Comet Town is based on rail access to draw from a wider region, and support ridership for travelers coming into DFW, and professionals using the hotel and conference center.</p>	
<p>Richardson strongly supports expediting the development of the Cotton Belt corridor as a passenger <u>rail</u> route.</p>	
<p>Rail should not be delayed by transferring focus to Bus Rapid Transit.</p>	
<p>Richardson is not opposed to evaluating Bus Rapid Transit or High Intensity Bus service on other select corridors in the region such as up to McKinney and northern Collin County along US 75 or along DART’s existing rail corridor.</p>	
<p>Rail is a better catalyst for development and attracting users than BRT and we should not defer to an option that might further delay rail on the Cotton Belt.</p>	

Comment	NCTCOG Response
<p>I am writing you in regards to the Regional Transportation Council’s (RTC) request for public input on the Cotton Belt corridor. During the December 10, 2015 meeting, the RTC requested that NCTCOG staff solicit public input regarding bus or rail options on the Cotton Belt corridor east of Dallas/Fort Worth International Airport. On behalf of the City of North Richland Hills, I wish to express our support to keep light rail as the permanent mode of transportation in the Cotton Belt Corridor east of the DFW International Airport. It should be noted that the City of North Richland Hills is not opposed to a bus option (e.g. Bus Rapid Transit or High Intensity Bus Service) at the onset to make a complete route. However, any bus option must only be for a temporary period of time. As mentioned in the December 10th RTC meeting, DART has not only approved funding for rail on the Cotton Belt Corridor in their 2035 surface plan, they are currently working on expediting the time table to bring rail to the Cotton Belt Corridor east of the DFW International Airport sooner than originally planned.</p> <p>As you know, the RTC has adopted the policy of regional connectivity and seamless connections (e.g. one-seat ride). In addition, it is also my understanding that the three largest transportation organizations (Dallas Area Rapid Transit, Denton County Transportation Authority- and the Fort Worth Transportation Authority) in the area also have a one-seat ride policy with regards to light rail implementation. Allowing any mode of permanent transportation, other than rail, on the Cotton Belt Corridor long term, would not only go against the current policy of the RTC (and the aforementioned transportation organizations), it would also have a negative effect on overall ridership of rail.</p> <p>As mentioned in the December 10th RTC meeting, and in the December 16th Fort Worth public meeting, past NCTCOG studies indicated around 50% of the riders of TEX-Rail want to continue on the rail past the DFW International Airport. Rail on both sides of the Cotton Belt Corridor makes travel for work, school, and entertainment and shopping in the DFW Metroplex faster and easier by offering the riders the convenience of direct services to their destination without the need to transfer. Allowing another permanent mode of transportation option east of DFW International Airport would force the rider to transfer. It is my understanding, that there is an inverse relationship between transfers and ridership We at the City of North Richland Hills believe forcing a transfer in order to continue east of the DFW Airport would negatively affect ridership. Thus, use of any mode of permanent transportation other than light rail on the Cotton Belt Corridor in the east would hurt the viability of the system.</p>	

Comment	NCTCOG Response
<p>IH 635 Corridor</p>	
<p>I am president of Oak Tree Village Homeowners Association in Lake Highlands. We are located one mile south along Skillman south of 635. We are at the southern edge of where the Skillman Gateway Project starts. I cannot attend the January 7 meeting, but I want to go on record in support of expediting the Skillman Gateway Project and Signature Bridge, Sound Walls along 635, and the LBJ East Expansion Project with continuous frontage roads from US-75 to I-30. We accept that there will be traffic issues during the construction period, but expedited start and completion of these projects is extremely important to our neighborhoods in northeast Dallas. Thank you for listening.</p>	<p>Improvements to IH 635 or LBJ East remain one of the RTC’s highest priorities. Mobility 2040 recommendations include adding capacity from US 75 to IH 30. From US 75 to Royal Lane/Miller Road the facility will be widened to 10 general purpose lanes. Additionally, 4 concurrent tolled managed lanes (2 in each direction) will be included in this segment to provide a transition and continuity to the LBJ Express project west of US 75. From Royal Lane/Miller Road to IH 30, the facility will be widened to 10 general purpose lanes, and will include 4 concurrent express lanes (2 in each direction). The express lanes in this segment will not be tolled. Additional improvements to frontage roads and interchanges will be included throughout the corridor. In addition to these capacity expansions, early implementation of noise walls and improvements near Skillman/Audelia will be advanced.</p>
<p>I live on Kenwhite dr. in Merriman Park estates of Lake Highlands. 1. I support expediting the Skillman Gateway project a. To increase safety and straighten out the Skillman /LBJ /Audelia crossing b. I support the signature bridge to provide a real gateway into our community and CONNECT north of 635 with south of 635 c. We need the economic development this project will bring and the additional opportunities for development 2. I support expediting the Sound Walls along all residential areas protecting our neighborhoods from the public nuisance of 635 a. Quality of life, property values, and individual peace of mind must be improved with the sound walls that have been promised for years b. With increased congestion and traffic the issues have increased exponentially, and the proper height and length of the sound walls are essential 3. I support the LBJ East Expansion project with additional free use (tax funded) lanes even if it included optional tolled express lanes from 75 to Miller Road. a. I understand that without the partial tolling of the optional express lanes, the project could be delayed indefinitely, and this project is essential to our quality of life and mobility b. I support the 5:2:2:5 lane allocation with 5 free use lanes going each way and 2 tolled lanes going each way (the tolled lanes are only from 75 to Miller road exit and become free east of Miller Road) c. We need continuous frontage roads to help with access and provide opportunity for economic development to meet restaurant and retail needs Secondary Issues: 1. I support expediting Skillman Gateway project and the sound walls separate from LBJ East expansion and begin ASAP! 2. LBJ East Expansion project should be the highest transportation project in the region 3. I support additional options including a pedestrian cap (similar to Klyde Warren Park) over 635 to provide green space and park opportunity for an area of the city in desperate need of recreational amenities</p>	

Comment	NCTCOG Response
<p>There’s a survey circulating from Senator Don Huffines that has a question asking if the 635 project from 75 to I30 should be completed with tolls, or postponed. In other words, the State can’t afford it without the four toll lanes, and won’t be able to until they figure out how to raise taxes or fees. First, he uses a scare tactic by alluding that 635 is a “Toll Road”. Not true. The debate is about toll LANES. As it stands currently, there would be five “free” lanes in each direction, and two toll lanes in each direction. What we’re actually talking about is four out of fourteen lanes. Don’t let his use of “toll road” confuse you.</p> <p>Without toll lanes, Texas has to raise fees and/or taxes to pay for road improvements. This is not solely an East Dallas area problem, it’s state wide. We could even be looking at a State income tax. Texas growth is outstripping its resources. New automobile technology will increase the costs of highway construction and maintenance. Let’s face it, the current lane monitoring devices available from every automobile manufacturer don’t work if lanes aren’t clearly marked or disappear in strong sunlight or rain. Waiting five years to improve 635 could (will) cost hundreds of millions more. It’s a high price to pay simply to avoid four toll lanes.</p> <p>Fuel taxes don’t cut it anymore. Cars are becoming more fuel efficient, electric cars are booming, and alternate fuels are on the horizon. Let me ask, how do states like Texas pay for the new, high tech roads necessary to support all these changes? It boils down to higher taxes and fees, or drivers paying for higher speed lanes on a voluntary basis. I personally oppose “toll roads” where all lanes are charged. Toll Lanes are purely voluntary. It’s a freedom of choice, so I refer to the express lanes as “Texas Freedom Lanes”.</p> <p>With Freedom Lanes, drivers have the freedom of using the free lanes, or pay-for-mile Freedom Lanes. Who uses Freedom lanes? The Senator, and others, wants us to believe that Freedom Lanes are only for the “rich”. Actually, they’re used by everyday people that need to get from one part of Dallas to another quickly. Using the guaranteed speed of Freedom Lanes allows repair and service people like electricians, plumbers, air conditioning, appliance repair, and many others to avoid gridlock and rapidly move from job to job. Freedom Lanes can make the difference between two calls a day, or three, Freedom Lanes can mean tens of thousands of dollars a year in additional incomes, and millions to the Dallas economy. Salespeople, limo services, Uber drivers, and so many more people benefit from Freedom Lanes. Tolls become a cost of doing business, and included in their fees. The “only for the rich” argument just doesn’t hold water. And you have the choice of free lanes or Freedom Lanes.</p>	

Comment	NCTCOG Response
<p>Freedom lanes aside, the primary benefit for Lake Highlands, East Dallas, and Garland will be the redevelopment that the 635 road improvements and access roads will bring. I haven't figured out why the area east of 75 is discriminated against, but it was skipped over about ten years ago, and the 635 improvements went to North Dallas. All the massive redevelopment along 635 at Hillcrest, Preston, Dallas North Tollway (that toll road worked), and all the way around to the airport got the redevelopment that Lake Highlands, East Dallas, and Garland so badly need. Now, the State appears to want to delay again simply because someone doesn't want four out of fourteen lanes from Miller Road to 75 to be tolled until they figure out how to tax us in other ways. Let the people that use the lanes help pay for the highway. Give us the opportunity to revitalize and grow our home area. Help us with the 635 gridlocks. Improve our safety. Stop treating us like second class citizens. Give us Texas Freedom Lanes so that we can gain higher home values, thriving communities, and an improved quality of life. It's so much more than an East-West traffic issue. It's about people.</p> <p>Vote to allow the Freedom Lanes now, and stop Texas from figuring out a way to increase taxes and fees on everyone for road improvements later. Return the survey, write, email, or call Senator Huffines's office (info below) with a resounding confirmation that we're tired of being discriminated against, we're tired of road improvements going elsewhere, that we want the vitality and redevelopment that 635 can bring to Lake Highlands, East Dallas and Garland, and we absolutely don't want increased taxes or fees. Do it now, and avoid higher taxes later.</p>	

Comment	NCTCOG Response
Miscellaneous	
<p>I attended a public meeting at the Hampton Illinois Library last month about the 2040 Mobility plan. At the beginning of the meeting, "Congestion" was named the #1 problem in North Texas. However, after your presentation on how this region plans to spend almost \$100 billion, congestion in this region will actually get worse.</p> <p>Can you explain to me why the North Texas Council of Government is not rethinking their strategy for moving people and goods. If this plan is not going to make the situation better, why is this plan going to be adopted? It makes no sense to spend this amount of money and not accomplish your goal of reducing congestion. I would think you need to start from scratch and figure out solutions that actually reduce congestion.</p>	<p>Growing metropolitan regions across the country are facing a similar problem – regions can't build their way out of congestion. The amount of transportation funding that is available in our region can't keep up with the growing demand as an additional 3.7 million people are expected to move here between now and 2040. Therefore, one of the goals of Mobility 2040 is to <i>manage</i> congestion instead of completely solving it.</p> <p>The congestion maps that were shown at the public meeting represent current levels of congestion and expected congestion in the year 2040 if all the transportation improvements were built. However, there is an additional map showing what congestion in the region would look like if none of the Mobility 2040 improvements are made; the levels of congestion in this map are even worse.</p> <p>While roadway funding does comprise a significant portion of the cost of the plan, funds for other types of improvements that can help reduce congestion are included as well.</p>
<p>I posted this map to my Facebook timeline saying it would be nice if these two points were connected by some kind of bikeable path. At present there isn't a way to get to a TRE station from anywhere south of Trinity Blvd without actually riding ON Trinity Blvd - which is incredibly dangerous. My friend Zach Ford told me there are infrastructure planning hearings underway for the 2040 plan and suggested I attend and make this specific suggestion / comment or, send it to one or both of you guys. (since I probably can't make it to an actual hearing). To elaborate, I find the TRE is a nice way to shave miles off of the ride to and from Dallas or Fort Worth (I've done both), and it's nice to have a chance to rest coming back. The problem, however, is that there simply isn't a safe cycling route between central Arlington, where I live, and either of the two closest TRE stations - Bell or Centreport. The attached map shows the Northeastern end of the River Legacy cycling trail and its proximity to Centreport station. If this final connection could be made the River Legacy bike / pedestrian paths could be transformed from mere recreational facilities to actual, useful transportation infrastructure. To use my personal route as an example again, if I want to go to the TRE station in Hurst I have to ride about 11 miles of city streets including Trinity Blvd. If there were a connection at the two points on my map the distance wouldn't change, but I could ride nearly half of it non-stop through the River Legacy park, where I would not have to worry about, or impede, automobile traffic. Aside from the additional rights of way and the physical installation of such a connection the existing trails would likely require lighting improvements for safety after dark.</p>	<p>Last September the RTC approved funding to construct a 12-foot wide path from CentrePort Station to the River Legacy Trail, as well as a northward extension along SH 360 to Trinity Blvd. where the new American Airlines Corporate Campus will be located. Funding for the extension of the River Legacy Trail was approved by the RTC in 2014 and the city of Arlington is currently working on the design.</p> <p>A more detailed map of existing, funded, and planned trails and on-street bikeways in Tarrant County can be viewed by clicking on the following link: Tarrant County Bikeway Network.</p>

Comment	NCTCOG Response
<p>1) Can seemingly-undue regulatory burdens be eased for bike/ped-only projects? These seem to hamper reasonable cost objectives and slow implementation considerably.</p> <p>2) Can there be potential for expediting well-coordinated projects with significant over-matches from both private commitments and city CIP funds?</p> <p>3) Is there potential for mechanisms that expedite ROW preservation thru owner-agency commitments where local jurisdictions provide high-level indications of interest?</p> <p>4) Similarly, what additional programs other than SD might qualify large-scale active transportation projects with high degrees of 'Last-Mile' objectives, and significant mitigation levels of both environmental justice, and environmental/scenic enhancement?</p>	
<p>Denton County Transportation Authority Projects of Interest for inclusion in Mobility 2040:</p> <p><u>Commuter Rail</u></p> <ol style="list-style-type: none"> 1. A-train Extension – North to SH 380 2. A-train Extension – South to Belt Line/Future Cotton Belt Rail Line 3. 35W – Add from Alliance to Denton; possible right-of-way only 4. 35W – Sustain from Fort Worth CBD to Alliance 5. BNSF to Downtown Frisco – Sustain from Carrollton to Frisco <p><u>Regional Bus</u></p> <ol style="list-style-type: none"> 6. 35W Corridor – Denton to Fort Worth 7. SH 380/ FM 423/ DNT – Denton to SRT (SH 121) 8. DFW Airport Connection 9. 35E/35W Connector (FM 3040 or FM 1171) 10. Clear understanding of passenger travel guarantee concept <p><u>Highway</u></p> <ol style="list-style-type: none"> 11. 35W – Roadway construction from Alliance to Denton 12. 35W Bus Lane – Ultimate design and Interim during construction 13. SH 380 – Widening and grade separations 14. Sam Rayburn Tollway (SRT) – Capacity improvements <p><u>Hike/Bike/Veloweb</u></p> <ol style="list-style-type: none"> 15. Trail Connection from Hebron Station to Carrollton Trail System 	<p><u>Commuter Rail</u></p> <ol style="list-style-type: none"> 1. This is not included in Mobility 2040 because it is not anticipated to be operational by the year 2040. 2. This recommendation is included in Mobility 2040. 3. This is not included in Mobility 2040 because it is not anticipated to be operational by the year 2040. 4. This is not included in Mobility 2040. A High-Intensity Bus line is recommended in place of a rail line in this corridor. 5. This recommendation is included in Mobility 2040. <p><u>Regional Bus</u></p> <ol style="list-style-type: none"> 6. Included as “Candidate High-Intensity Bus Corridor”. Southern portion is included as a Major Transit Corridor Project. 7. Included as “Candidate High-Intensity Bus Corridor”. 8. Included as “Candidate High-Intensity Bus Corridor”. 9. Included as “Candidate High-Intensity Bus Corridor”. 10. This concept is discussed in the Transit section of the Mobility Options chapter. <p><u>Highway</u></p> <ol style="list-style-type: none"> 11. Recommendations for IH 35W include a widening to 6 freeway mainlanes plus 2 tolled managed lanes in each direction by 2040. 12. Recommendations include tolled managed lanes which could be used for transit vehicles, but not specifically bus lanes. 13. The recommendations for this road include widenings to between 4 and 6 lanes with select intersection and interchange improvements. 14. Capacity improvement recommendations on SH 121/Sam Rayburn Tollway remain the same as previous MTPs with a widening to 8 lanes between 2018 and 2027. <p><u>Hike/Bike/Veloweb</u></p> <ol style="list-style-type: none"> 15. This trail connection was included in previous MTPs and is also recommended in Mobility 2040.

Comment	NCTCOG Response
<p>On behalf of the Southeast Tarrant Transportation Partnership and our partners, we write in support of the Southeast Corridor project (I-820, I-20, and US 287) in Tarrant County.</p> <p>The southeast corridor project is essential to the mobility and connectivity of the growing population in southeast Tarrant County to several major employment and economic centers. The current facility does not have the capacity to handle the current demand safely and efficiently – let alone the demand to come as Tarrant County and the region grows exponentially.</p> <p>Please accept this letter as our formal support of the improvements outlined in <i>Mobility 2040</i> for the Southeast Corridor Project. For our organization, accelerating the development is our top priority and would hope to see any improvements to this project expedited.</p>	
<p>The City of Aubrey wants to acknowledge that the Collin/Denton County Loop that we are referring to as the Greenbelt Parkway through Aubrey is on our present Master Thoroughfare Plan as approved by the City Council in 2015. The project would be a new staged freeway connecting the Dallas North Tollway in Celina with Loop 288 or I35 in Denton. We are pleased that the roadway is also in the RTC’s plans for the future and we would encourage your continued support.</p> <p>The roadway will be crucial to the transportation needs of Aubrey and the region as this area continues its dynamic growth. Please express our appreciation to the Regional Transportation Council for their leadership in this area and their continuing dedication to this complicated task.</p>	
<p>The Aubrey Independent School District wants to express its support for the concept of an outer loop through Aubrey. We have reviewed the City of Aubrey’s Master Thoroughfare Plan and understand the importance of a roadway to this region.</p> <p>The roadway could greatly enhance the property values in our school district and have a positive impact on the growth of our student population.</p> <p>We are pleased that the concept of a roadway in this area in the Regional Transportation Council’s 2040 Plan and ask for your continued support.</p>	
<p>It is our understanding that the Regional Transportation Council is in the process of updating the 2040 Mobility Plan. As the RTC deliberates on the various components of the plan, the City hopes consideration will be given to providing focus to urban and suburban revitalization efforts to implement the sustainable land uses and context sensitive designs that are vital to reducing urban sprawl, improving air quality and quality of life in general. Because these efforts are relatively expensive, they are difficult for small communities like Bedford do implement unilaterally.</p>	<p>Mobility 2040 includes programs and policies related to sustainable development, context-sensitive design, and safety.</p>

Comment	NCTCOG Response
TEX Rail	
	Please see the Regional Transportation Council handout on the following pages for a summary of the comments and NCTCOG response.

Regional Transportation Council Handout

Additional Public Comments Related to Mobility 2040

At 3:50 pm, Wednesday, March 9, 2016, the North Central Texas Council of Governments received a packet of more than 715 letters opposing the inclusion of TEX Rail in Mobility 2040.

The majority of the letters reference a Tarrant County city in the signature area.

The content of each letter is identical; therefore, staff has summarized the cities represented and number of letters from each city. Also included for your review and consideration, is a copy of the packet cover letter and the letter template used by each individual.

Finally, for your reference staff prepared a summary of TEX Rail funding amounts and sources.

Attachments:

- Cover letter
- Sample of the 717 letters with different typed signature lines
- Summary of zip code locations
- City of Colleyville resolution of support for rail quiet zone in Colleyville
- RTC Consideration

Wednesday March, 9th, 2016

Honorable Members of the
North Central Texas Council of Governments
Regional Transportation Council
616 Six Flags Drive
Arlington, TX 76005

RTC Chair Mark Riley, Vice Chair Ron Jensen, and RTC Members:

In response to your repeated requests for public input, please find attached more than six hundred and eighty (680) letters from Tarrant County constituents regarding the \$1 billion TexRail proposed line, a project contained within the former 2035 and current 2040 transportation plans under your direct jurisdiction.

If you or your staff has any questions, please do not hesitate to contact me.

Respectfully,



Ross Kecseg
Director, Metroplex Bureau
Texans for Fiscal Responsibility

469.224.7727
ross@empowertexans.com

RECEIVED

MAR 09 2016

TRANSPORTATION

3:50 pm /al

Honorable Members of the
North Central Texas Council of Governments
Regional Transportation Council
616 Six Flags Drive
Arlington, TX 76005

TexRail plans to divert \$1 billion (and rising) federal, state, county, and local tax dollars away from new road projects. Even worse, the government's own data says the diesel trains will not reduce air pollution or traffic congestion. In fact, increased rail usage will make traffic worse at busy intersections. Due to its poor outlook, several cities have already opted out of TexRail, while affected communities with fiscal, safety, and congestion concerns have been largely ignored.

Not only should county and city officials stop TexRail, but transportation officials at the Regional Transportation Council (RTC) should remove it from their 2040 Transportation Plan.

Respectfully,

Vince Brancato
Arlington, Texas 76016

Cc: The Honorable Glen Whitley
and the Tarrant County Commissioners Court
100 E. Weatherford
Fort Worth, Texas 76196

Summary of All Letters by City

City	State	Number of Letters
Aledo	TX	1
Arlington	TX	44
Bedford	TX	23
Benbrook	TX	2
Burleson	TX	2
Carlsbad	TX	1
Cleveland	TX	1
Colleyville	TX	396
Coppell	TX	3
Copper Canyon	TX	1
Crowley	TX	4
Dallas	TX	3
Earlier (sic)	TX	1
Eastland	TX	1
Eules	TX	21
Fairland	TX	1
Flower Mound	TX	1
Fort Worth	TX	67
Frisco	TX	1
Gainesville	TX	1
Garden Ridge	TX	1
Garland	TX	1
Grand Prairie	TX	2
Grapevine	TX	29
Haltom City	TX	7
Haslet	TX	2
Helotes	TX	5
Honey Grove	TX	2
Hurst	TX	20
Irving	TX	1
Keller	TX	2
Lucas	TX	1
Magnolia	TX	3
Mansfield	TX	5
McQueeney	TX	1
No Address	TX	4
North Richland Hills	TX	28
Rio Vista	TX	1
Roanoke	TX	1
Rowlett	TX	1
Sedro-Woolley	WA	1
Southlake	TX	13
Trophy Club	TX	1
Valley View	TX	1
Watuaga	TX	6
White Settlement	TX	1
Wills Point	TX	1
Wylie	TX	1
Total		717

RESOLUTION R-12-3519

**A RESOLUTION APPROVING CITY COUNCIL ACTION
UNDER CONSENT ITEMS AT THE REGULAR
CITY COUNCIL MEETING OF AUGUST 7, 2012**

WHEREAS, City Council has taken action on certain items on the agenda under Consent Items.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEYVILLE, TEXAS:

- Sec. 1. THAT the agenda decisions approved by City Council action under Consent Items as follows are hereby adopted:
- a. Approval of the minutes of the regular City Council meeting of July 17, 2012
 - b. Approval and adoption of the 2012 certified tax roll
 - c. Approval of a contract with Pattillo, Brown and Hill, L.L.P., for audit services for fiscal year ended September 30, 2012, in the amount of \$43,725
 - d. Approval of an interlocal agreement between the City of Grapevine and the City of Colleyville for the operation and maintenance of the southbound Heritage Avenue school zone flasher, south of Hall-Johnson Road
 - e. Approval of an interlocal agreement between the City of Keller, City of Southlake, and the City of Colleyville for the regionalization of the administration and operation of animal control services
 - f. Approval of an interlocal agreement between the City of Colleyville and the Fort Worth Transportation Authority (FWTA) for the design and construction of quad gates at three locations on the Cotton Belt Rail Corridor in Colleyville

AND IT IS SO RESOLVED.

APPROVED BY A VOTE OF 7 AYES, 0 NAYS AND 0 ABSTENTIONS ON THIS THE 7TH DAY OF AUGUST 2012.

Resolution R-12-3519
Page 2 of 2

ATTEST:



Cynthia Singleton, TRMC, CMC
City Secretary

CITY OF COLLEYVILLE



David Kelly
Mayor

RTC Consideration

- 1) Not a diversion away from roadways
Revenue sources are not eligible for roadways:
 - FTA 5309 New Start grant -- \$498 million
 - The T sales tax -- \$214 million
 - Grapevine -- \$113 million
- 2) Project is already under construction creating potential legal risk (\$400 million to date)
- 3) Significant previous RTC support and funds to advance project
- 4) Significant public support from others to build project
- 5) Significant portion of the region does not have a driver's license or a vehicle available

DRAFT

**RESOLUTION APPROVING MPO TITLE VI NONDISCRIMINATION
PROGRAM UPDATE
(R16-04)**

WHEREAS, the North Central Texas Council of Governments is 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, 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; and,

WHEREAS, Title VI of the Civil Rights Act of 1964 and related statutes prohibit discrimination on the basis of race, religion, color, national origin, sex, age or disability; and,

WHEREAS, the North Central Texas Council of Governments, as a recipient of federal financial assistance and a Federal Transit Administration designated recipient is required to comply with Title VI requirements which include review and approval of a Title VI Nondiscrimination Program every three years.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council hereby approves the MPO Title VI Nondiscrimination Program Update included as Attachment 1.
- Section 2.** This resolution shall be transmitted to the Federal Transit Administration and other funding agencies as appropriate.
- 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 May 12, 2016.

Rob Franke, P.E., Secretary
Regional Transportation Council
Mayor, City of Cedar Hill

About Us

Committees

Get Involved

Links

Maps & Data

Program Areas

Publications

RFPs

Topics A-L

Topics M-Z

Traveler Information

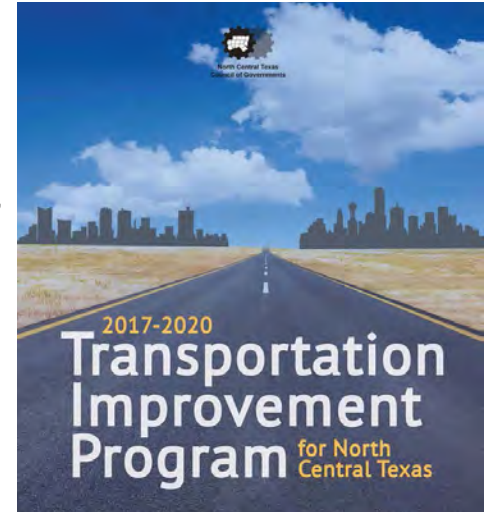
Transportation Home

[Home](#) > [Transportation](#) > [Transportation Funding and Transportation Improvement Program \(TIP\)](#)
[Print this page](#)

2017-2020 Transportation Improvement Program

Within metropolitan areas across the country, regional transportation projects are tracked through Transportation Improvement Programs. FWTAransportation Improvement Program or TIP is a staged, multi-year program of projects approved for funding by federal, state, and local sources within the Dallas-Fort Worth metropolitan area. FWTAIP contains projects with committed funds in fiscal years 2017, 2018, 2019, and 2020. Project listings are financially constrained to available resources.

Every two years, the North Central Texas Council of Governments (NCTCOG), in cooperation with the Texas Department of Transportation (TxDOT), local governments, and transportation agencies, develops a new TIP. Transportation staff is in the process of developing a new TIP and is currently seeking approval of the new TIP's draft listings.



 Select Language ? ?

2017-2020 Transportation Improvement Program Development

- [5/6/2016 - Final Project Listings--Regional Transportation Council](#) (link available May 6, 2016)
- [3/25/2016--Final Project Listings--Surface Transportation Technical Committee](#)
- [3/15, 16, 21/2016--Draft Project Listings--Public Meetings](#)
- [2/11/2016--Draft Project Listings--Regional Transportation Council](#)
- [1/22/2016--Draft Project Listings--Surface Transportation Technical Committee](#)

[BACK TO TIP MAIN PAGE](#)

5/6/2016 05/29/2009 LMP

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



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

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

DRAFT

**RESOLUTION ADOPTING THE
2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM
FOR NORTH CENTRAL TEXAS
(R16-05)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is 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, the federal law, Fixing America's Surface Transportation Act (FAST Act) assigns the MPO the responsibility for carrying out the metropolitan transportation planning process, in cooperation with the State and operators of publicly owned transit services; and,

WHEREAS, the FAST Act assigns the MPO the responsibility for developing and approving the metropolitan Transportation Improvement Program (TIP) and its periodic updates; and,

WHEREAS, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone, and air quality conformity of the TIP shall be determined by the MPO; and,

WHEREAS, all regionally significant ground transportation improvements, regardless of funding source, within the Dallas-Fort Worth ozone nonattainment area must be inventoried and included in the TIP and Statewide Transportation Improvement Program (STIP) for the conformity analysis requirements of the Clean Air Act Amendments of 1990; and,

WHEREAS, the TIP was developed in cooperation with the local governments, Texas Department of Transportation, Dallas Area Rapid Transit, Denton County Transportation Authority, Fort Worth Transportation Authority, North Texas Tollway Authority, and other transportation agencies; and,

WHEREAS, all projects in the 2017-2020 Transportation Improvement Program for North Central Texas were developed in conjunction with Mobility 2040: The Metropolitan Transportation Plan for North Central Texas in a manner consistent with the federal guidelines in Chapter 1, Subchapter C, Part 450 of Title 23 of the Code of Federal Regulations and Chapter VI, Subtitle B, Part 613 of Title 49 of the Code of Federal Regulations; and,

WHEREAS, the planning process used in development of the 2017-2020 Transportation Improvement Program for North Central Texas was conducted in accordance with NCTCOG's approved public involvement procedures and is consistent with the FAST Act Public Participation Plan requirements, including presentation at public meetings and the allowance of a 30-day comment period prior to Regional Transportation Council approval of the TIP; and,

WHEREAS, the air quality conformity review has indicated that the 2017-2020 Transportation Improvement Program for North Central Texas meets the transportation conformity-related requirements of the State Implementation Plan, the Clean Air Act as amended on November 15, 1990, and the conformity rule as specified in the US Environmental Protection Agency's Transportation Conformity Rule Amendments; and,

DRAFT

WHEREAS, NCTCOG's Surface Transportation Technical Committee has recommended Regional Transportation Council approval of the 2017-2020 Transportation Improvement Program for North Central Texas project listings.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council affirms that the 2017-2020 Transportation Improvement Program for North Central Texas has been developed and found to be in compliance with the FAST Act and Clean Air Act requirements.
- Section 2.** The Regional Transportation Council affirms that the 2017-2020 Transportation Improvement Program for North Central Texas is consistent with the recommendations of Mobility 2040: The Metropolitan Transportation Plan for North Central Texas and the air quality conformity results.
- Section 3.** The Regional Transportation Council adopts the 2017-2020 Transportation Improvement Program for North Central Texas.
- Section 4.** The 2017-2020 Transportation Improvement Program for North Central Texas will be submitted for inclusion in the 2017-2020 Statewide Transportation Improvement Program.
- Section 5.** This resolution will be transmitted to the Federal Highway Administration, Federal Transit Administration, Texas Department of Transportation, Dallas Area Rapid Transit, Fort Worth Transportation Authority, Denton County Transportation Authority, North Texas Tollway Authority, and all impacted local governments.
- Section 6.** 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 May 12, 2016.

Rob Franke, P.E., Secretary
Regional Transportation Council
Mayor, City of Cedar Hill



North Central Texas
Council of Governments

REGIONAL TRANSPORTATION COUNCIL MAY 12, 2016



2017-2020

Transportation Improvement Program

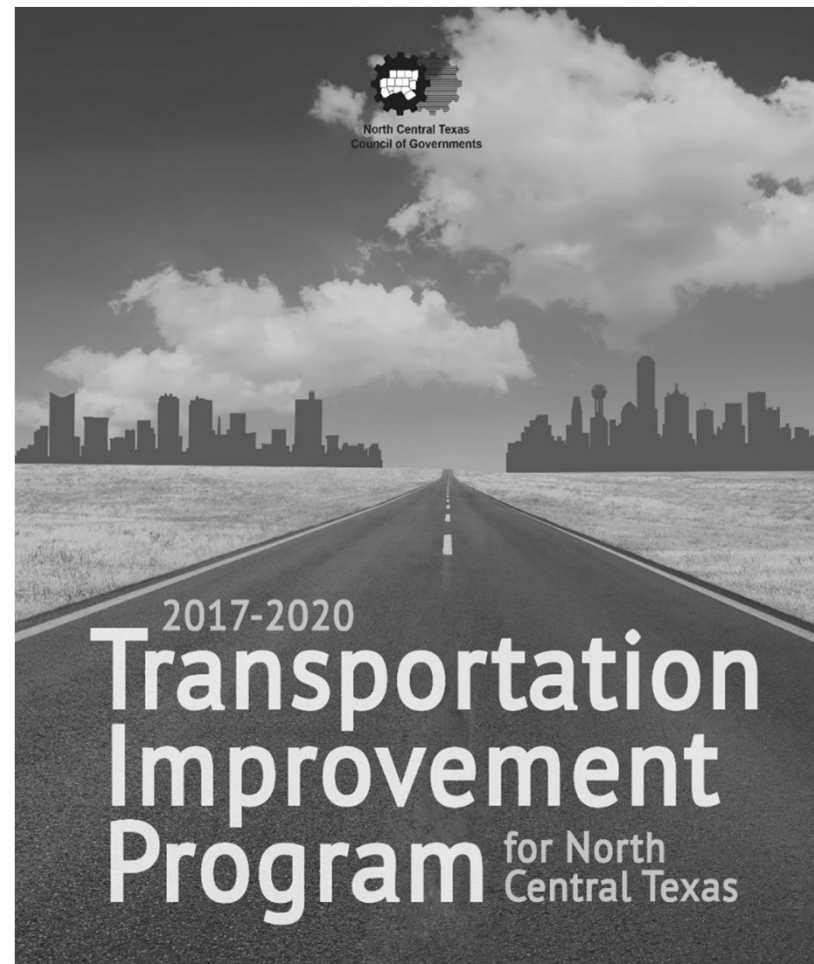
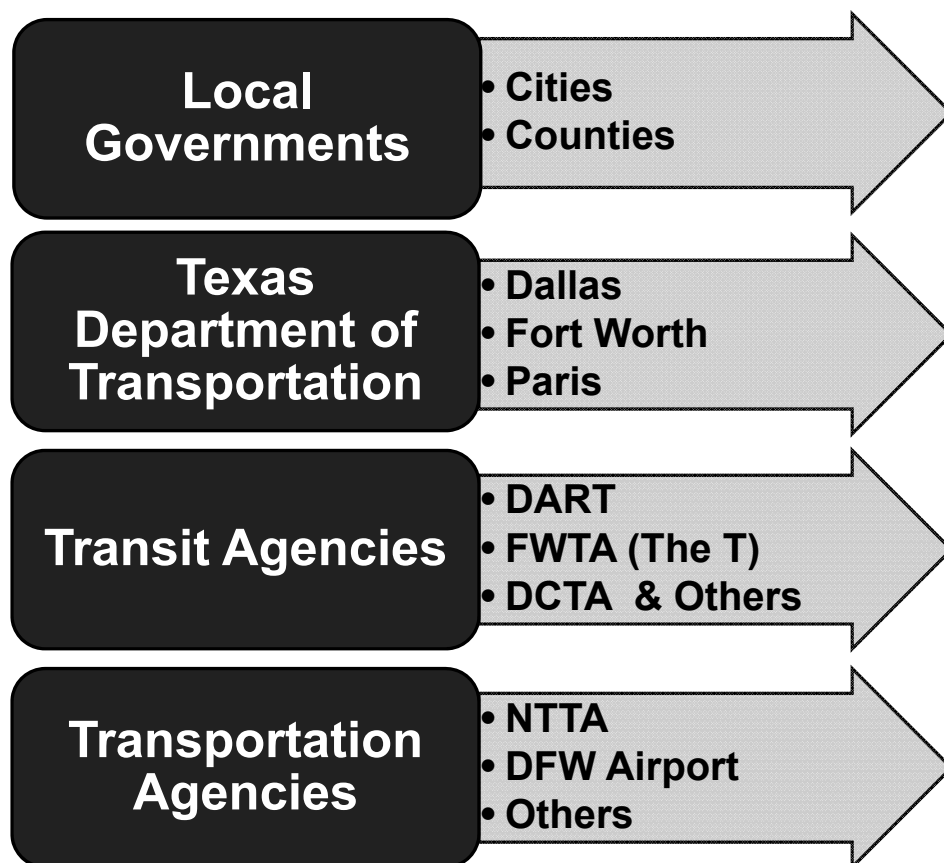
for North
Central Texas

WHAT IS THE TIP?

- ◆ Transportation Improvement Program (TIP)
- ◆ 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
- ◆ Redeveloped every two years

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

A COLLABORATIVE EFFORT



DEVELOPMENT PROCESS

1. Review all existing projects and solicit additional locally funded projects
2. Make needed adjustments to existing projects (staging, funding, scope)
3. Develop revised project listings
4. Balance project listings to estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, draft listings, final listings)
7. Finalize project listings and submit to partners

2017-2020 TIP DEVELOPMENT

DRAFT PROJECT LISTINGS

- ◆ Draft final 2017-2020 TIP roadway and transit project listings are available in Electronic Item 8.1

Included attachments

1. “Double-Entry Report” for the roadway section
 2. Transit Report for the transit section
- ◆ Provided electronically due to the length of the file (471 pages)

DRAFT

2017-2020 TIP DEVELOPMENT

SCOPE OF PROGRAMMING

- ◆ **\$5.71 Billion in 2017-2020 TIP (Roadway & Transit)**
 - \$1.68B in Federal commitments
 - \$0.82B in State commitments
 - \$0.39B in Regional commitments
 - \$2.44B in Local commitments
 - \$0.38B in Transit commitments
- ◆ **Over 958 active projects (Roadway & Transit)**
- ◆ **71 implementing agencies (Roadway & Transit)**

2017-2020 TIP DEVELOPMENT

TIMELINE/ACTION TABLE

May – Oct. 2015	Met with implementing agencies
Aug. – Jan. 2016	Data input, financial constraint, and analysis
Jan. 2016	Draft listings – STTC information
Feb. 2016	Draft listings – Regional Transportation Council (RTC) information
Mar. 2016	Draft listings – Public meetings Final listings – STTC action
May 2016	Final listings – RTC action
June 24, 2016	Final document to Texas Department of Transportation (TxDOT) and eSTIP submittal
Aug. 2016	TxDOT Commission approval (for STIP)
Oct. 2016	Anticipate federal/State approval (STIP)

2017-2020 TIP DEVELOPMENT

NEXT STEPS

- ◆ Convert double-entry listings into the 2017-2020 Statewide Transportation Improvement Program (STIP) reports
- ◆ Convert FY 2021+ listings into Appendix D – the Environmental Clearance section of the TIP/STIP
- ◆ Finalize chapters in the TIP document
- ◆ Submit final document to the State for inclusion in the STIP on June 24, 2016

2017-2020 TIP DEVELOPMENT

ACTION REQUESTED

Approval of:

- ◆ The projects and project changes shown in the roadway (double-entry) and transit reports

Note: Only projects shown in FYs 2017-2020 will appear in the 2017-2020 STIP listings

- ◆ To submit the final 2017-2020 TIP document to TxDOT for inclusion in the STIP
- ◆ The resolution adopting the 2017-2020 TIP which will be transmitted to federal, State, and local impacted agencies (Reference Item 8.2)

2017-2020 TIP DEVELOPMENT

QUESTIONS/COMMENTS

Adam Beckom, AICP

Principal Transportation Planner

Ph: 817/608-2344

abeckom@nctcog.org

Christie Gotti

Sr. Program Manager

Ph: 817/608-2338

cgotti@nctcog.org

Wade Haffey

Transportation Planner

Ph: 817/695-9254

whaffey@nctcog.org

Heather Haney

Transportation Planner

Ph: 817/695-9266

hhaney@nctcog.org

<http://www.nctcog.org/trans/tip/>

**Funding for
Advanced Transportation and
Congestion Management
Technologies Deployment Initiative
and
Transit Oriented Development
Planning Pilot Program**

Regional Transportation Council

May 12, 2016

Overview

- Advanced Transportation and Congestion Management Technologies Deployment Initiative (ATCMTD)
 - *Program Overview*
 - *Proposed Project*
- Transit-Oriented Development Planning Pilot Program
 - *Program Overview*
 - *Proposed Project*

Overview of Funding Opportunity for ATCMTD

- **\$60 Million Total**; 5 to 10 awards up to \$12 million each
- **FY 2016 and 2020**; Applications will be solicited annually for competitively selecting grant recipients for that funding year
- **Transportation Technologies** to improve safety, efficiency, system performance, and infrastructure return on investment
- Applications due **June 3, 2016**
- Minimum **50% non-federal cost share**

ATCMTD Proposed Project

Integration of:

- Wrong-Way Driver Technology to detect vehicles traveling in the wrong direction and warn on-coming traffic
- Low Water Crossings Technology to detect water on roadway to redirect traffic
- Ramp meters and traffic signal coordination on frontage road to increase freeway reliability and safety due to freeway disruptions.

Transit Oriented Development (TOD) Planning Pilot Program

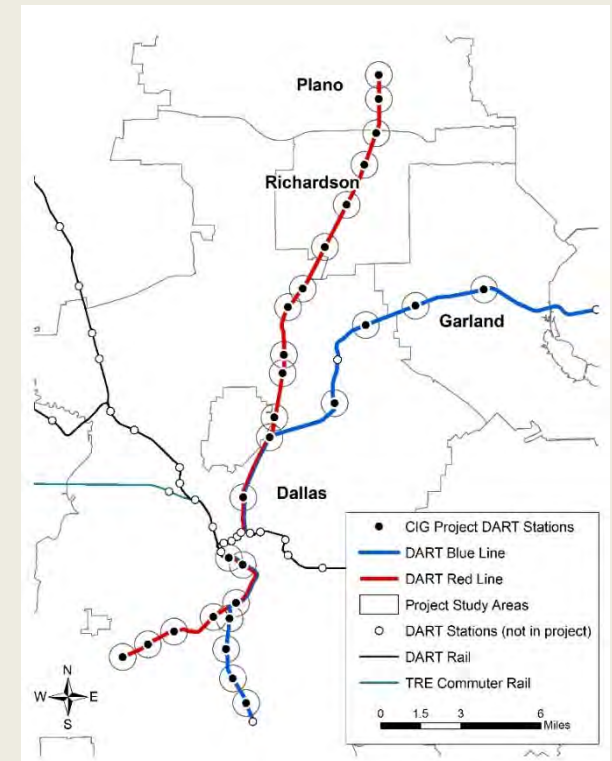
- **\$20.4 million total:** Individual awards from \$250,000 - \$2 million
- Previous Call awarded **21 projects** from the FTA
- **Comprehensive planning for TOD** supporting economic development, ridership, multimodal connectivity and accessibility, increased pedestrian and bicycle access, and mixed-use development near transit stations
- Applications due **June 13, 2016**
- Minimum **20% local match** required

Transit Oriented Development (TOD) Planning Pilot Program

- Planning work must be associated with an **FTA Capital Investment Grant Program** project including New Starts, Core Capacity, or fixed-guideway Small Starts projects. Projects must be:
 - *Reasonably expected to enter the CIIG Program*
 - *In the Project Development or engineering phase*
 - *Or have received a construction grant under the program since July 2012*
- NCTCOG to request: Approximately \$1.4 million, match: \$350,000 (local funds)
- Partnerships: DART and Cities of Dallas, Garland, Plano, and Richardson

TOD Planning Pilot Program Proposed Project

- **DART Red and Blue Lines – Core Capacity Project**, platform extensions at 28 stations
- Address key TOD issues and barriers in corridor and generate data that will benefit region
 - *Routes to Rails, bike & pedestrian connection prioritization and engineering*
 - *Parking data collection and management analysis*
 - *Survey of current TOD residents and employers location choice and travel trends*
- Comprehensive corridor plan and regional recommendations based on data collected



Action Requested

Approval of the projects proposed for submittal by the North Central Texas Council of Governments (NCTCOG)/RTC for ATCMTD and TOD Planning Pilot Program.

Direct staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and other planning/administrative documents to include ATCMTD and TOD Planning Pilot Program projects, if selected.

Contacts

Natalie Bettger

Senior Program Manager

817-695-9280

nbettger@nctcog.org

Karla Weaver

Program Manager

817-608-2376

kweaver@nctcog.org



DTFH6116RA00012
Advanced Transportation and Congestion Management Technologies
Deployment Initiative
Department of Transportation
DOT Federal Highway Administration

SYNOPSIS

VERSION HISTORY

RELATED DOCUMENTS

PACKAGE

[Print Synopsis Details](#)

The synopsis for this grant opportunity is detailed below, following this paragraph. This synopsis contains all of the updates to this document that have been posted as of **3/21/2016**. If updates have been made to the opportunity synopsis, update information is provided below the synopsis.

If you would like to receive notifications of changes to the grant opportunity click [send me change notification emails](#). The only thing you need to provide for this service is your email address. No other information is requested.

Any inconsistency between the original printed document and the disk or electronic document shall be resolved by giving precedence to the printed document.

General Information

Document Type:	Grants Notice	Posted Date:	Mar 22, 2016
Funding Opportunity Number:	DTFH6116RA00012	Last Updated Date:	Apr 26, 2016
Funding Opportunity Title:	Advanced Transportation and Congestion Management Technologies Deployment Initiative	Original Closing Date for Applications:	Jun 03, 2016 Applications Due by 06/03/2016 at 3:00 pm Eastern Time through www.Grants.gov
Opportunity Category:	Discretionary	Current Closing Date for Applications:	Jun 03, 2016 Applications Due by 06/03/2016 at 3:00 pm Eastern Time through www.Grants.gov
Opportunity Category Explanation:	CategoryExplanation		
Funding Instrument Type:	Other		
Category of Funding Activity:	Transportation		
Category Explanation:		Archive Date:	Oct 01, 2016
Expected Number of Awards:	10	Estimated Total Program Funding:	\$60,000,000
CFDA Number(s):	20.200 -- Highway Research and Development Program	Award Ceiling:	\$12,000,000
		Award Floor:	
Cost Sharing or Matching Requirement:	Yes		

Eligibility

Eligible Applicants: Others (see text field entitled "Additional Information on Eligibility" for clarification)

Additional Information on Eligibility: Eligible applicants are State or local governments, transit agencies, metropolitan planning

organizations (MPO) representing a population of over 200,000, or other political subdivisions of a State or local government (such as publicly owned toll or port authorities), or a multijurisdictional group or consortia of research institutions or academic institutions. Partnership with the private sector or public agencies, including multimodal and multijurisdictional entities, research institutions, organizations representing transportation and technology leaders, or other transportation stakeholders is encouraged. Typically, a consortium is a meaningful arrangement with all members involved in planning the overall direction of the group's activities and participating in most aspects of the group; the consortium is a long-term relationship intended to last the full life of the grant. Any application submitted by a sole research or academic institution and that is not part of a consortium will not be considered for selection. Awards will be either Cooperative Agreements or Allocations to State Departments of Transportations.

Additional Information

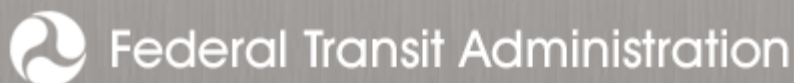
Agency Name: DOT Federal Highway Administration

Description: The DOT hereby requests applications to result in awards to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. These model deployments are expected to provide benefits in the form of:•reduced traffic-related fatalities and injuries;•reduced traffic congestion and improved travel time reliability;•reduced transportation-related emissions;•optimized multimodal system performance;•improved access to transportation alternatives, including for underserved populations;•public access to real time integrated traffic, transit, and multimodal transportation information to make informed travel decisions;•cost savings to transportation agencies, businesses, and the traveling public; or•other benefits to transportation users and the general public. This competitive advanced transportation and congestion management technologies deployment grant program will promote the use of innovative transportation solutions. The deployment of these technologies will provide Congress and DOT with valuable real life data and feedback to inform future decision making. The United States Department of Transportation (DOT) will host an Informational Session regarding this Funding Opportunity focused on the Advanced Transportation and Congestion Management Technologies Deployment Initiative. This session will be conducted as a virtual forum and will focus on specific topics to help potential applicants gather additional information and ask specific questions. Participation in this session is not mandatory in order to submit an application under this solicitation. Potential applicants are encouraged to take advantage of this opportunity to gather information regarding this specific funding opportunity. DATE: 3/29/2016 TIME: 1:00 pm Eastern Time INFORMATION AND REGISTRATION: <https://connectdot.connectsolutions.com/e4x9x0mcr0a/event/registration.html>

Link to Additional Information:

Contact Information: If you have difficulty accessing the full announcement electronically, please contact:

Rick Murray Agreement Officer Phone 202-366-4250
[Rick Murray \(rick.murray@dot.gov\)](mailto:rick.murray@dot.gov)

[About](#) [Funding](#) [Regulations & Guidance](#)[Home](#)[Grant Programs](#)[Program Pages](#)[Applicants](#)[Grantee Tools](#)[Contact Your Regional Office](#)

Pilot Program for Transit-Oriented Development (TOD) Planning

Opportunity ID: FTA-2016-005-TPE**Grant Program:** Pilot Program for Transit-Oriented Development Planning - 5309**Date Posted:** 4/14/2016**Date Closed:** 6/13/2016**Opportunity Announcement Text:** <https://www.gpo.gov/fdsys/pkg/FR-2016-04-14/html/2016-08538.htm>**Opportunity Announcement PDF:** <https://www.gpo.gov/fdsys/pkg/FR-2016-04-14/pdf/2016-08538.pdf>

Details:

4/14/2016. Notice of Funding Opportunity (NOFO): Notice of Funding Opportunity for PILOT PROGRAM FOR TRANSIT-ORIENTED DEVELOPMENT (TOD) PLANNING. The Federal Transit Administration (FTA) announces the availability of \$20.49 million in Pilot Program for TOD Planning funding to support comprehensive planning associated with new fixed guideway and core capacity improvement projects that are seeking or have recently received funding through FTA's Fixed Guideway Capital Investment Grants (CIG) Program. Additional appropriations may result in additional funding for proposals submitted under this notice. FTA may award amounts ranging from \$250,000 to \$2,000,000. Synopses and full announcement are posted on Grants.gov site as opportunity [FTA-2016-005-TPE](#). Proposals must be submitted electronically through the Grants.gov website by midnight Eastern Time on **June 13, 2016**.

Summary: The Pilot Program for TOD Planning helps support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a New Starts, Core Capacity or fixed-guideway Small Starts project that is seeking or has recently received funding through the CIG Program. MAP-21 established, and the FAST Act continues to require, that any comprehensive planning funded through the pilot program must examine ways to improve economic development.

[Submit Feedback >](#)

foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations. The statute also requires that the planning work be associated with a new fixed guideway or core capacity transit project as defined under the CIG Program.

Through this program, FTA intends to fund planning work that would likely not occur without Federal support. FTA is seeking comprehensive planning projects covering an entire transit capital project corridor, rather than proposals that involve planning for individual station areas or only a small section of the corridor. FTA is prioritizing applications in corridors with significant challenges related to TOD planning, low levels of existing development, lack of connectivity to essential services, or where the cost of the planning work to overcome the challenges exceeds what might be readily available locally. FTA is also prioritizing projects that include strategies to address the gentrification and displacement that can sometimes occur when transit capital projects are implemented. To ensure that planning work reflects the needs and aspirations of the local community and results in concrete, specific deliverables and outcomes, FTA is requiring that transit project sponsors partner with entities with land use planning authority in the transit project corridor.

Eligible Applicants: Any comprehensive planning work proposed for funding under this program must be associated with a transit capital project that meets the definition of a New Starts, Core Capacity or fixed-guideway Small Starts project under the CIG Program (e.g., Section 5309(a) of title 49, United States Code), and meets one of the following conditions:

1. Is expected to enter New Starts, Small Starts or Core Capacity Project Development in the future;
2. Is in the Project Development or Engineering phase of the New Starts or Core Capacity process, or in the Project Development phase of the Small Starts process, by the date the application to the Pilot Program for TOD Planning is submitted; or
3. Received a construction grant or grant agreement (i.e., FFGA or SSGA) through the CIG Program since July 2012, which is when the Pilot Program was enacted in MAP-21.

Applicants and eventual grant recipients under this program must be FTA grantees as of the publication date of the NOFO. A proposer must either be the project sponsor of an eligible transit capital project as defined above or an entity with land use planning authority in an eligible transit capital project corridor. Evidence of a partnership between these two types of entity will be required unless the applicant has both responsibilities. Please refer to the NOFO for further information.

Only one application per transit capital project corridor may be submitted to FTA. Multiple applications submitted for a single transit capital project corridor indicate to FTA that partnerships are not in place and FTA will reject all of the applications.

Any proposed transit project that was awarded Pilot Program for TOD Planning funding in a prior year is not eligible for funding through this solicitation.

Link and Instructions for attaching the supplemental form to the SF-424: All

applicants must complete the [supplemental form \(PDF\)](#) specific to the Pilot Program for TOD Planning and attach it to their submission in Grants.gov. Applicants should refer to section D of the NOFO for further information about required application contents.

Webinar: FTA held a webinar on this funding opportunity on April 28. The webinar provided an overview of the program, described eligible applicants and projects, and provided an opportunity for attendees to obtain answers to other questions. You can view a [recording of the webinar](#) or the [presentation slides](#).

Dates: An applicant must submit a proposal electronically by midnight Eastern Time on **June 13, 2016**. Any agency intending to apply should initiate the process of registering on the Grants.gov site immediately to ensure completion of registration before the submission deadline.

For Further Information Contact: For information on this NOFO for PILOT PROGRAM FOR TRANSIT-ORIENTED DEVELOPMENT (TOD) PLANNING, contact Benjamin Owen, Office of Planning and Environment, at Benjamin.Owen@dot.gov

or 202-366-5602

Contact Us

Office of Planning & Environment

Federal Transit Administration

1200 New Jersey Avenue, SE

Washington, DC 20590

United States

Phone: 202-366-4033

Business Hours:

9:00am-5:00pm ET, M-F

Related Links:

- [Notice of Funding Opportunity \(text\)](#)
- [Notice of Funding Opportunity \(PDF\)](#)
- [Webinar Recording](#)

Related Documents:

- [Pilot Program for Transit-Oriented Development Planning Supplemental Form](#)
- [TOD Pilot Program NOFO Webinar Slides](#)

Share:





U.S. DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

1200 NEW JERSEY AVENUE, SE
WASHINGTON, DC 20590
202-366-4043

- ▶ [FTA News](#)
- ▶ [FTA Grant Programs](#)
- ▶ [FTA Funding & Finance](#)
- ▶ [Contact Us](#)
- ▶ [Request a Meeting](#)
- ▶ [Subscribe to Email Updates](#)

- ▶ [FOIA](#)

- ▶ Privacy
- ▶ Accessibility
- ▶ Ethics
- ▶ Web Policies
- ▶ Data.gov
- ▶ Federal Register
- ▶ Grants.gov
- ▶ OIG Hotline
- ▶ Regulations.gov
- ▶ WhiteHouse.gov
- ▶ USA.gov

Regional Transportation Council Attendance Roster
May 2015 - April 2016

RTC MEMBER	Entity	5/14/15	6/11/15	7/9/15	8/13/15	9/10/15	10/8/15	11/12/15	12/10/15	1/14/16	1/20/16	2/11/16	3/10/16	4/14/16
Monica R. Alonzo (07/15)	Dallas	--	--	P	P	P	P	P	P	P	E	P	P	P
Bruce Arfsten (08/15)	Addison	--	--	--	P	P	E(R)	P	P	P	P	P	P	P
Douglas Athas (06/13)	Garland	P	E	P	P	P	P	P	P	P	A	P	E(R)	P
Brian Barth (09/13)	TxDOT, FW	P	P	P	P	E(R)	P	P	P	P	P	P	P	E(R)
Carol Bush (01/15)	Ellis Cnty	P	E	P	P	E	P	A	A	P	A	P	P	P
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	A(R)	P	P	P	P	E(R)	E	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	E	P	P
Andy Eads (1/09)	Denton Cnty	P	P	E	P	P	P	P	P	P	A	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	E(R)	P	E	P	E(R)	E	P	P	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	E(R)	P	P	P	P	P	P	P	P
Sandy Greyson (11/11)	Dallas	P	P	E	P	P	P	P	P	P	E	P	E	P
Mojoy Haddad (10/14)	NTTA	A	P	A	P	P	P	A	A	P	A	P	P	P
Roger Harmon (1/02)	Johnson Cnty	P	E(R)	E	P	P	E	P	P	P	P	P	P	P
Clay Jenkins (04/11)	Dallas Cnty	P	P	E	P	P	P	P	P	P	P	P	A	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	A(R)	P	P	P	P	P	E(R)	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	E	P	P	P	P	P	P	P	P	P	P
Lee Kleinman (09/13)	Dallas	P	P	E	P	P	P	E	E(R)	A	P	A	P	P
Stephen Lindsey (10/11)	Mansfield	E	P	P	P	P	P	P	P	P	P	P	E	P
Brian Loughmiller (04/15)	McKinney	P	A	A	A(R)	P	A(R)	P	P	P	A	A	P	P
David Magness (06/13)	Rockwall Cnty	P	P	P	P	P	A	P	P	E(R)	A	P	P	A
Scott Mahaffey (03/13)	FWTA	P	P	E(R)	P	P	P	E(R)	E(R)	P	E(R)	P	P	E(R)
Matthew Marchant (07/08)	Carrollton	P	P	P	A	P	P	P	P	P	A	P	P	E
Maher Maso (10/08)	Frisco	E(R)	E(R)	P	P	E(R)	P	P	E(R)	P	E	E(R)	P	E(R)
Cary Moon (06/15)	Fort Worth	--	A	P	E	P	P	P	P	P	P	E(R)	P	P
Stan Pickett (06/15)	Mesquite	--	P	P	P	P	E(R)	P	P	P	A	P	E	A
Mark Riley (1/09)	Parker Cnty	P	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Roden (6/14)	Denton	P	P	P	P	P	P	E	P	P	E(R)	P	E	P
Amir Rupani (11/14)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P	P
Kelly Selman (02/15)	TxDOT, Dallas	P	P	P	P	P	P	E(R)	P	P	P	P	P	E(R)
Gary Slagel (11/15)	DART	--	--	--	--	--	--	P	P	P	P	P	P	P
Lissa Smith (6/12)	Plano	P	P	P	P	P	P	P	P	P	P	A	P	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	E(R)	P	P	P	E	P	P	P	P	P	P	P	P
Oscar Trevino (6/02)	Nrth Rch Hills	E(R)	P	E(R)	P	P	P	P	P	P	P	P	P	A(R)
William Velasco (11/11)	Dallas	E	A	P	P	E	E	P	E	P	A	A	P	P
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	P	P	P	P	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
May 2015 - April 2016**

RTC MEMBER	Entity	5/14/15	6/11/15	7/9/15	8/13/15	9/10/15	10/8/15	11/12/15	12/10/15	1/14/16	1/20/16	2/11/16	3/10/16	4/14/16
Bernice Washington (4/09)	DFW Airport	P	E(R)	P	P	P	P	P	P	P	E	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	E(R)	P	P	P	E(R)	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	P	E	P	E	P	E(R)	P	E(R)	P	P	E	E
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Williams (10/15)	Arlington	--	--	--	--	--	P	P	A	P	E(R)	P	E(R)	E(R)
Erik Wilson (07/15)	Dallas	--	--	P	P	P	P	P	P	P	E	A	P	P
Zim Zimmerman (9/12)	Fort Worth	P	P	E(R)	A(R)	P	A(R)	P	P	A(R)	A(R)	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
March 2015 - March 2016

STTC MEMBERS	Entity	3/27/15	4/24/15	5/22/15	6/26/15	7/24/15	8/28/15	9/25/15	10/23/15	12/4/15	1/22/16	2/26/16	3/25/16
Antoinette Bacchus	Dallas Cnty	A	P	P	A	P	P	P	P	P	P	P	P
Bryan Beck	Fort Worth	A	P	A	P	A	P	P	P	P	P	A	P
Marc Bentley	Farmers Branch	--	--	--	--	--	--	A	A	A	A	A	A
Kristina Brevard	DCTA	P	P	P	P	P	P	P	P	R	P	R	P
Keith Brooks	Arlington	P	P	P	P	P	P	P	P	P	R	P	A
John Brunk	Dallas	P	P	P	A	P	A	P	P	P	P	A	P
Mohammed Bur	TxDOT, Dallas	P	P	A	P	P	P	A	A	A	A	P	A
Chris Burkett	Mansfield	R	R	R	P	P	P	R	P	R	P	R	A
Loyl Bussell	TxDOT, FW	P	P	P	P	P	P	P	A	P	P	P	P
Jack Carr	Plano	A	P	P	A	P	P	P	P	P	A	A	P
Dave Carter	Richardson	P	P	P	P	P	P	P	P	A	P	P	A
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	P	P	P	P	P	P	A
Hal Cranor	Eules	P	R	P	P	P	P	P	P	P	P	P	A
Clarence Daugherty	Collin County	P	A	P	A	R	P	P	P	R	A	P	P
Chad Davis	Wise Cnty	P	P	P	P	P	P	P	A	P	A	P	P
Greg Dickens	Hurst	P	A	A	R	R	R	R	R	R	R	R	A
David Disheroon	Johnson County	--	--	--	--	--	--	P	P	P	P	A	A
Massoud Ebrahim	Greenville	A	A	P	P	P	P	R	R	P	P	P	A
Chad Edwards	DART	P	P	P	P	P	P	A	P	A	P	P	P
Claud Elsom	Rockwall Cnty	P	P	P	P	A	P	P	P	P	P	P	A
Keith Fisher	Keller	P	P	P	A	R	P	R	A	P	P	R	A
Eric Fladager	Fort Worth	P	P	P	P	P	A	P	A	P	P	P	A
Chris Flanigan	City of Allen	A	R	P	P	P	P	P	P	P	P	P	P
Gary Graham	McKinney	P	R	P	A	P	P	P	P	R	P	R	R
Tom Hammons	City of Carrollton	A	P	A	P	A	A	A	A	A	A	A	P
Michael Hasler	Duncanville	--	--	--	--	--	A	P	P	P	P	A	P
Curvie Hawkins	FWTA	A	P	P	P	A	P	P	P	P	P	A	P
Chris Holsted	Wylie	A	P	A	P	A	P	A	A	P	P	A	A
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	A	P	P	P	A
Kirk Houser	City of Dallas	P	A	A	P	P	P	P	P	A	P	P	P
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	P	P	P	A
Jeremy Hutt	Colleyville	P	R	P	P	P	A	P	A	A	R	P	A
Thuan Huynh	Garland	--	--	--	--	--	--	--	--	--	--	P	P
Paul Iwuchukwu	Arlington	P	P	P	A	P	P	P	A	P	A	P	A
Joseph Jackson	Ellis County	--	--	--	--	--	P	P	P	P	P	P	A
Tim James	Mesquite	P	P	P	A	P	A	A	P	A	A	P	P
David Jodray	Fort Worth	P	P	P	P	P	P	P	A	A	A	P	A
Kelly Johnson	NTTA	A	A	A	A	A	A	P	P	A	A	A	A
Tom Johnson	DeSoto	P	P	A	A	P	P	P	P	P	P	P	A
Sholeh Karimi	Grand Prairie	P	P	P	P	P	P	A	P	P	P	A	P
Chiamin Korngiebel	Dallas	P	A	A	P	A	A	P	P	P	P	P	P

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster
March 2015 - March 2016

STTC MEMBERS	Entity	3/27/15	4/24/15	5/22/15	6/26/15	7/24/15	8/28/15	9/25/15	10/23/15	12/4/15	1/22/16	2/26/16	3/25/16
Richard Larkins	Grapevine	P	A	P	P	P	A	A	P	A	P	P	A
Paul Luedtke	Garland	A	A	P	P	P	A	P	P	P	P	P	A
Stanford Lynch	Hunt Cnty	R	R	A	P	P	P	P	P	R	A	P	P
Rick Mackey	TxDOT Paris	P	A	P	P	P	P	P	A	P	P	P	P
Srini Mandayam	Mesquite	P	A	R	P	P	P	R	R	P	R	P	A
Geroge Marshall	Coppell	R	R	P	P	P	P	A	P	P	P	P	R
Laura Melton	Burleson	A	A	A	A	A	A	A	A	A	P	A	A
Brian Moen	Frisco	A	P	A	A	P	A	A	A	A	P	A	P
Cesar Molina, Jr.	Carrollton	A	A	P	A	P	P	A	P	R	P	P	A
Lloyd Neal	Plano	A	P	P	A	A	P	P	A	P	P	P	A
Mark Nelson	Denton	P	P	A	P	P	P	R	P	P	A	P	P
Jim O'Connor	Irving	P	P	P	A	P	P	P	P	P	A	P	P
Kenneth Overstreet	Bedford	--	--	--	--	--	--	--	--	--	A	A	A
Kevin Overton	Dallas	P	P	P	A	P	P	P	P	P	P	P	P
Dipak Patel	Lancaster	P	P	P	P	P	A	P	P	P	A	P	A
Todd Plesko	DART	P	P	P	A	P	P	A	P	A	P	A	A
John Polster	Denton Cnty	P	P	A	P	P	P	P	P	P	P	P	A
Lisa Pyles	Town of Addison	A	P	P	P	A	P	A	P	A	A	P	P
William Riley	Tarrant Cnty	P	A	P	A	P	P	P	P	P	P	P	P
Greg Royster	DFW Int. Airport	P	P	P	A	P	A	P	A	P	A	P	P
Moosa Saghian	Kaufman County	--	--	P	P	P	P	A	P	P	P	P	P
David Salmon	Lewisville	P	R	A	P	P	P	P	R	A	P	P	P
Elias Sassoon	Cedar Hill	P	P	R	P	P	R	P	P	P	R	R	P
Gordon Scruggs	The Colony	P	P	P	P	P	P	P	P	P	P	R	R
Christina Sebastian	Arlington	--	--	--	--	--	--	--	--	--	--	--	A
Lori Shelton	NTTA	P	P	P	P	P	P	P	A	P	P	A	A
Walter Shumac, III	Grand Prairie	A	P	P	A	P	P	P	P	P	P	P	P
Randy Skinner	Tarrant Cnty	A	P	A	P	A	P	P	P	P	A	P	A
Angela Smith	FWTA	--	--	--	--	P	P	A	P	P	P	P	A
Caleb Thornhill	Plano	P	A	P	P	A	P	P	A	A	P	P	P
Mark Titus	Richardson	P	P	P	P	P	P	P	R	A	P	P	P
Jonathan Toffer	Dallas Cnty	P	A	A	P	A	A	A	A	A	A	A	A
Timothy Tumulty	Rockwall	P	A	P	A	P	P	A	A	P	P	P	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	P	P	P	P	P	A
Daniel Vedral	Irving	A	P	A	P	P	A	A	A	A	P	A	A
Caroline Waggoner	North Richland Hills	P	P	P	P	P	R	P	P	P	P	P	A
Jared White	Dallas	P	P	P	A	P	P	P	P	P	P	A	P
Bill Wimberley	Hood County	P	R	P	A	P	P	P	P	P	R	P	P
Mykol Woodruff	TxDOT, Dallas	P	P	P	P	A	P	P	P	A	A	P	P
Jamie Zech	TCEQ	--	--	--	--	A	A	A	A	A	A	A	A

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

March 25, 2016

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, March 25, 2016, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Bryan Beck, Kristina Brevard, John Brunk, Loyl Bussell, Jack Carr, Clarence Daugherty, Chad Davis, Chad Edwards, Chris Flanigan, Nick Ataie (representing Gary Graham), Tom Hammons, Michael Hasler, Curvie Hawkins, Kirk Houser, Thuan Huynh, Tim James, Sholeh Karimi, Chiamin Korngiebel, Stanford Lynch, Ricky Mackey, Marcus Marvin (representing George Marshall), Brian Moen, Mark Nelson, Jim O'Connor, Kevin Overton, Lisa Pyles, William Riley, Greg Royster, Moosa Saghian, David Salmon, Elias Sassoon, Robert Kotasek (representing Gordan Scruggs), Walter Shumac III, Caleb Thornhill, Mark Titus, Timothy Tumulty, Jared White, Bill Wimberley, and Mykol Woodruff.

Others present at the meeting were: Berrien Barks, Natalie Bettger, Darling Bolanos, Ron Brown, Ken Bunkley, Lori Clark, Michael Copeland, Ruben Delgado, Ryan Delmotte, Kevin Feldt, Brian Flood, Christie Gotti, Jill Hall, Jeff Hathcock, Edgar Hernandez, Rebekah Hernandez, Mohammed Howlader, Dan Kessler, Ken Kirkpatrick, Garry Kraus, Dan Lamers, April Leger, Rachel Linnewiel, Sonny Loper, Jody Loza, Michael Morris, Jeff Neal, Markus Neubauer, Vercie Pruitt-Jenkins, Chris Reed, Rylea Roderick, Shannon Stevenson, Neil Strassman, Andrew Torres, Jill Van Hoewyk, Sandy Wesch, and Liz Whitaker.

1. **Approval of February 26, 2016, Minutes:** The minutes of the February 26, 2016, meeting were approved as submitted in Reference Item 1. Michael Hassler (M); Elias Sassoon (S). The motion passed unanimously.

2. **Consent Agenda:** The following item was included on the Consent Agenda.

2.1. **Transportation Improvement Program Modifications:** A motion was made to recommend Regional Transportation Council approval of revisions to the 2015-2018 Transportation Improvement Program as provided in Reference Item 2.1.

Clarence Daugherty (M); Loyl Bussell (S). The motion passed unanimously.

3. **2017-2020 Transportation Improvement Program Development Draft Final Listings and Project Milestone Policy Update:** Christie Gotti presented the final 2017-2020 Transportation Improvement Program (TIP) project listings and Regional Transportation Council (RTC) Project Milestone Policy recommendations. The TIP is the region's four-year inventory of all federal, State, and locally funded transportation projects that is developed every two years and is updated through quarterly modification cycles. Staff works with cities, counties, Texas Department of Transportation (TxDOT) districts, transit agencies, and the other agencies such as the North Texas Tollway Authority and the Dallas/Fort Worth International Airport through a collaborative effort to determine the most current and active information about projects in the region. Needed staging, funding, and scope adjustments are made to projects and a revised project listing is developed. In addition, projects go through a Mobility Plan and air quality review. Draft listings have been presented to the public for review and comment during the month of March. Ms. Gotti noted that public comments may be received, which will be presented to the RTC on April 14, 2016. Draft

FY2017-FY2020 Transportation Improvement Program roadway and transit project listings were provided for review in Electronic Item 3.1. Roadway projects are listed in a double-entry format with the top entry showing what is currently approved by the RTC and the bottom entry showing the requested change for the new TIP/Statewide TIP (STIP). The document includes over 875 active roadway and transit projects from 71 implementing agencies and totals approximately \$3.5 billion. If approved at the April RTC meeting, the double-entry listing will be converted into the 2017-2020 STIP reports, FY2021+ listings will be converted into Appendix D (the environmental clearance section), the chapters will be finalized, and the final document will be submitted to TxDOT by May 2. TxDOT Commission approval is anticipated in August and federal approval is anticipated in October/November. Additional details were provided in Reference Item 3.3. Ms. Gotti also discussed the RTC Project Milestone Policy. Efforts began in 2015 to review projects funded ten or more years ago to determine if the projects remain important and are ready to proceed. Agencies had an opportunity to justify keeping their projects. Recommendations regarding project status from the effort was provided in Reference Item 3.2. Of the \$331 million in projects, approximately \$2.5 million are proposed to be canceled. The first is a subset of projects recommended to be canceled and the funds moved back to regional funding pools. The second subset contains \$108 million in projects that are under construction or that have let since the effort began. Staff will continue to monitor the projects through completion to ensure funds are expended. The final subset includes projects that are proposed for delay and funding will be confirmed for FY2016-FY2018. Staff proposed that projects with a delay must begin construction within one fiscal year of the year identified in Reference Item 3.2 in order to maintain the funding commitment. Projects will be automatically deleted if they cannot be implemented in that timeframe. This proposal is a reflection of both public and RTC comments received. Ms. Gotti noted two Dallas Area Rapid Transit/City of Dallas projects in Reference Item 3.2 originally recommended for rescoping. Staff has worked with both entities and determined that the projects will be canceled and the funding will be moved to other street projects. Chris Flannigan discussed TIP Project 83295 on page 6 of Reference Item 3.1. He noted that the project description needed correction, and asked if this could be included as part of the motion or corrected administratively. Ms. Gotti requested that the correction be submitted as public comment and that staff would correct the information for the RTC agenda item. Mark Nelson discussed the Project Milestone Policy and a project proposed to let in FY2017. Ms. Gotti noted that a project slated for FY2017 would have until the end of FY2018 to let for construction before it is canceled. Mr. Nelson noted that he would continue discussions with staff regarding project specifics following the meeting. A motion was made to recommend Regional Transportation Council approval of the projects and project changes shown in the roadway and transit reports provided in Reference Item 3.1, the Project Milestone Policy recommendations that were provided with the two corrections in Reference Item 3.2, and to direct staff to ensure any changes that are happening concurrently through the May 2016 TIP modification cycle of the FY2015-FY2018 TIP are changed in the FY2017-FY2020 TIP/STIP. Bryan Beck (M); Tim James (S). The motion passed unanimously.

4. **2016 FASTLANE Grant Program Project Submittal:** Christie Gotti briefed the Committee on the 2016 Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Program recently announced by the United States Department of Transportation (US DOT). The notice of funding opportunity was provided in Electronic Item 4.1. The Fixing America's Surface Transportation (FAST) Act established funding for freight and goods movement, and the FASTLANE grant program provides this funding support for projects addressing critical freight infrastructure needs and focusing on interstate highways, bridges, and freight bottlenecks. A total of \$800 million is

available in FY2016 and is subcategorized into \$190 million for rural areas and \$610 million for urban areas. Of that funding, \$80 million is set aside for small projects in rural or urban areas. Requirements for both large and small projects were reviewed. Large projects must be \$100 million or more in cost with \$25 million or more in FASTLANE funding. Small projects are less than \$100 million in cost with \$5 million or more in FASTLANE funding. Project costs for both size projects can be up to 60 percent FASTLANE funding, and other federal funds can be for a total federal share of 80 percent. Only three applications can be submitted per sponsor. All project phases are eligible, but projects are more competitive if they are closer to implementation. Construction must begin within 18 months from the obligation of funds and must begin on or before September 30, 2019. Projects can be submitted by states, metropolitan planning organizations, local governments, other political subdivisions, and public authorities with a transportation function. Eligible projects include highway freight projects on the National Highway Freight Network, highway or bridge projects on the National Highway System, grade crossing or grade separation projects that increase freight movement, or other freight projects that are intermodal/rail freight projects, or within public or private freight rail, maritime, or intermodal facilities. US DOT selection criteria was highlighted and detailed in Reference Item 4.2. Ms. Gotti reviewed proposed Regional Transportation Council (RTC) considerations to ensure that potential projects are competitive, including focusing on freight-related projects, projects on the interstate highway system and/or North American Free Trade Agreement corridors, corridors with significant truck traffic, and projects with connections to intermodal facilities. It was noted that projects proposed for submission differ from those originally provided in Reference Item 4.2 as a result of continued coordination with the Texas Department of Transportation (TxDOT). Originally, staff proposed the IH 35W at IH 30 managed lane connection project and unfunded portions of the IH 635 at IH 35E project. Staff believes the projects are not feasible due to high project costs and proposes that the projects not be submitted. In the west, the DFW Connector north airport connections are proposed and include ramps on IH 635, SH 121, and SH 114. This specific configuration totals approximately \$107 million, including a request for \$64 million in FASTLANE funding and \$43 from State and future RTC funds if selected. In the east, the IH 35E Phase 2 (IH 35E/IH 35W merge interchange) in Denton is proposed. The total project cost is \$210 million, including a request for \$126 million in FASTLANE funding and \$84 million from State and RTC funds if selected. Applicants for the FASTLANE grant program are required to e-mail brief project descriptions to FASTLANEgrants@dot.gov by March 25, 2016. Requests for letters of support are due to Rebekah Hernandez by March 30. RTC action on the project recommendations will be requested at the April 14 RTC meeting, with applications due to the US DOT the same day. Staff will continue coordination with TxDOT to prepare the applications. In addition, this is a regional program in the FAST Act and staff will continue to coordinate with TxDOT to develop potential projects for future years. Staff will also identify specific funding sources for future RTC funds associated with any selected projects. A motion was made to recommend Regional Transportation Council approval of the projects proposed for submittal by the North Central Texas Council of Governments/RTC for FASTLANE funding presented at the meeting and to direct staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and other planning/administrative documents to include FASTLANE projects if selected. Mark Nelson (M); Kristina Brevard (S). The motion passed unanimously.

5. **2016 Transportation Investment Generating Economic Recovery VIII Project Submittal:** Christie Gotti briefed the Committee on the 2016 Transportation Investment Generating Economic Recovery (TIGER) VIII discretionary grant program recently announced by the United States Department of Transportation (US DOT). The notice of

funding opportunity was provided in Electronic Item 5.1. A total of \$500 million is available across the country through the discretionary grant program. Of the total, \$100 million is available for rural areas with urban areas qualifying for the remaining \$400 million. Only \$100 million is available to any given state, and another \$100 million is available for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans. There is a \$5 million minimum and \$100 million maximum per request in urban/metro areas. Only three applications can be submitted per sponsor for capital projects. In addition, there is a 20 percent match requirement, but higher matching percentages improve competitiveness. All funds must be obligated before September 30, 2019, and fully expended by September 30, 2024. No waivers will be possible for these deadlines. Projects submitted for previous TIGER programs were provided in Electronic Item 5.2. Specifically, Ms. Gotti reviewed projects submitted for the TIGER 2015 program. Two of the projects, the Regional Connections through Technology and System Integration and the Park Lane/Vickery Meadow Complete Streets projects are proposed for submittal in the TIGER VIII call. The first proposed project submittal includes resubmittal of the Regional Connections Through Technology and System Integration project for \$10 million with \$2.5 million State match and some additional regional sources. The second proposal is a new project, E. Lancaster/SH 180 from US 287 to IH 820, which is a full reconstruction that includes pedestrian amenities and context sensitive redesign. The project was originally estimated at \$80 million. Staff has worked with TxDOT and the City of Fort Worth and determined that the first phase of the project can be built for approximately \$60 million. The request will be for \$25 million in TIGER funding with a \$35 million state/local match and future Regional Transportation Council (RTC) funds. She noted that staff did not want to submit such a large project and decided to split the project into pieces. If TIGER funds are awarded, staff would like to potentially use Proposition 1 or Proposition 7 funds for the remainder of the project. Finally, the Park Lane/Vickery Meadow Complete Street project will be resubmitted for a \$10-13 million TIGER request and \$5-9 million City of Dallas/Dallas County/Dallas Area Rapid Transit and future RTC funds. Ms. Gotti also noted that for the projects being resubmitted, North Central Texas Council of Governments (NCTCOG) staff met with TIGER staff last year and received feedback on what would make the projects more successful. Those comments have been integrated into the applications. The timeline for this effort was reviewed. Proposals will be presented to the RTC at the April 14 meeting. Requests for letters of support are due to Rebekah Hernandez by April 8. Applications are due to the US DOT by April 29. Additional details were provided in Reference Item 5.3. A motion was made to recommend Regional Transportation Council approval of the projects proposed for submittal for TIGER funding by NCTCOG/RTC as discussed at the meeting, and to direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to include TIGER 2016 projects if selected. Curvie Hawkins (M); Bryan Beck (S). The motion passed unanimously.

6. **Endorsement of the Regional Transportation Council Modification to the Toll Managed Lane Policy:** Dan Lamers discussed Regional Transportation Council (RTC) approval to modify the Toll Managed Lane Policy at its March 10, 2016, meeting. In 2006, as procurements for LBJ Express and North Tarrant Express were being developed, the RTC developed the region's first Toll Managed Lane Policy to help guide items to be included in the procurement. The original policy contained a provision that the RTC would be responsible for paying a high-occupancy vehicle (HOV) subsidy to the corridor operators so that the 50 percent HOV discount would not be the risk of the developer. As a result, RTC included in the policy a 3+ occupancy requirement in order to receive the HOV discount that was to go into effect when the first managed lanes opened. Prior to the opening of the

managed lanes, the RTC reevaluated its policy and decided it would like to hold off on the 3+ occupancy requirement to determine how much the HOV subsidy would cost before a decision was made. Part of that request was that staff would bring quarterly reports on the amount being spent on the HOV subsidy. In review of the quarterly reports, the RTC elected to extend the date for implementation of the 3+ requirement to receive the peak period high-occupancy vehicle discount until June 1, 2018. Reference Item 6 includes the revised language for the relevant section in the Toll Managed Lane Policy. A motion was made to endorse Regional Transportation Council approval to amend the Regional Transportation Council Toll Managed Lane Policy to extend the "on or before" date of implementing the HOV 3+ requirement for the peak period discount to June 1, 2018, pending future subsidy expenditure levels. Bryan Beck (M); Mark Nelson (S). The motion passed unanimously.

7. **Fast Facts:** Rachel Linnewiel highlighted current air quality funding opportunities for vehicles. She noted that the Texas Emissions Reduction Program Texas Natural Gas Vehicle grant program was still available for replacement or repower of medium or heavy duty motor vehicles with natural gas powered equivalents. In addition, the Environmental Protection Agency is offering funding through the Clean Diesel Funding Assistance program for projects that achieve significant emissions reductions from existing diesel engines. Details were provided in Electronic Item 7.1.

Rachel Linnewiel also noted that the North Central Texas Council of Governments (NCTCOG) anticipates submitting a grant application on behalf of the North Texas region for the Clean Diesel Funding Assistance program. To identify projects to be included in the grant proposal, NCTCOG is administering the 2016 Clean Diesel Call for Partners. All public, private, and nonprofit entities operating in the 10-county ozone nonattainment area are eligible. Details were provided in Electronic Item 7.2.

Shawn Dintino announced upcoming Car Care Clinics scheduled for the month of April in the Dallas-Fort worth area. Six free clinics are scheduled in the region to encourage owners of vehicles with their check engine lights on to talk with a certified mechanic about the problem. Clinics are scheduled to encourage drivers to properly maintain their cars because it has a positive impact on air quality. Details were provided in Electronic Item 7.3.

Jody Loza discussed the Transportation Control Measure substitution process related to Mobility 2040. During the development of Mobility 2040 staff identified the need to change or replace interim high-occupancy vehicle lanes on US 67 IH 35E between IH 20 and IH 30 with express lanes to better serve congestion in the corridor. Since the project is a commitment in the State Implementation Plan, a transportation control measure, staff is required to perform a substitution. Staff will swap the interim HOV project out with traffic signalization projects that have already been implemented in the region and that have equal emissions benefits. NCTCOG staff has been coordinating with partner agencies to ensure that the substitution process is concurrent with the 90-day conformity review process. Staff does not anticipate there being any delay to the conformity determination in June due to this substitution process.

Jody Loza also provided information regarding the start of ozone season on March 1, 2016. To date, there have been no exceedances in the region. Graphics show ozone season data based on the new 70 parts per billion (ppb) standard. Although the Environmental Protection Agency is not expected to publish final designations until December 2017, the actual standard was adopted and has been in effect since December 2015. The region's current design value is 72 ppb. If the region is declared moderate nonattainment under the new

standard, the region will have until 2024 to reach attainment. Ozone season efforts and events were highlighted, including Clean Air Action Day on June 24. Additional details were provided in Electronic Item 7.4 and available at www.airnorthtexas.org.

Carli Baylor noted an upcoming online public input opportunity from April 11 through May 10. Information regarding the FY2016 and FY2017 Unified Planning Work Program modifications, start of the 2016 ozone season, and Transportation Control Measure substitutions will be available at nctcog.org/input for public review and comment. Details were provided at the meeting in Reference Item 7.8.

Camille Fountain discussed the Freeway Incident Management Executive Level Course announcement provided in Electronic Item 7.5. Attendance for both the First Responders and Executive Level training courses were highlighted. The next Executive Level Course is scheduled on May 5 from in the Transportation Council Room. Ms. Fountain also provided a brief update on the Texas Department of Transportation Highway Safety Improvement Program (HSIP) Call for Projects. Funding is available for highway safety projects that eliminate or reduce the number or severity of traffic crashes. Funds are available for construction and operational improvements both on and off the highway system, and the submittal deadline is May 20, 2016. NCTCOG will be hosting a joint workshop for both the Fort Worth and Dallas Texas Department of Transportation districts on March 29 at 10 am. Antoinette Bacchus asked if additional workshops were planned. Ms. Fountain noted that no additional workshops were scheduled, but that staff could look into an additional workshop if enough interest was expressed.

The current Local Motion was provided in Electronic Item 7.6 and transportation partner progress reports were provided in Electronic Item 7.7.

8. **Other Business (Old and New):** There was no discussion on this item.
9. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on April 22, 2016, at the North Central Texas Council of Governments.

The meeting adjourned at 2:25 pm.

local motion

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

May 2016 | nctcog.org/localmotion

Inside

The Transportation Department's role has evolved and its size grown since its establishment in 1969. Its commitment to the region, however, has remained steadfast. Read more on page 2 and remember to read about NCTCOG's 50th anniversary throughout the year at NCTCOG.org/50.

Meetings

May 4, 8:30 am
TRTC

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

May 6, 11 am
DRMC

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

May 12, 1 pm

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

May 27, 1:30 pm

**Surface Transportation
Technical Committee**
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Lend a hand to our community this ozone season

Ozone season, like warmer weather, is upon us. As the temperature rises, air quality generally worsens, so it is important for North Texans to do their part to lessen emissions in the spring and summer.

Beginning May 2, more attention was brought to the issue of a cleaner air in North Texas and beyond with the celebration of Air Quality Awareness Week. But improving air quality in North Texas requires assistance from everyone every day. NCTCOG operates programs to give residents the tools to contribute. One is Air North Texas, a regional partnership and campaign encouraging individuals, businesses and governments to make clean air choices by promoting behavioral and lifestyle changes that impact their health and the environment.

Participation in Air North Texas is a way for people who call the Dallas-Fort Worth area home to help their neighbors breathe easier during ozone season, which lasts through October. By committing to at least one action to improve the air quality and health in North Texas, anyone – young or old – can help bring the region toward attainment. Residents can also join in on the change by participating in events such as Clean Air Action Day, designated to encourage people to make environmentally friendly choices that could lead to a healthier North Texas. On the first Friday of summer, June 24, North Texans are encouraged to commit to clean air actions and share how they will lend a hand with our community.

Signing up for air pollution alerts is another way to get involved and be a part of the solution. These alerts provide information about when the region's air quality may be unhealthy. An email will be sent with tips to improve air quality and limit time spent outdoors. Sign up for alerts and discover other ways to help improve air quality at AirNorthTexas.org.

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



North Central Texas
Council of Governments

our region

Transportation has evolved, but department's commitment remains

The NCTCOG transportation Department began in 1969, with two employees. Although its role has evolved and its size grown over the past 47 years, its commitment to the region has remained steadfast. In the early days, the emphasis was on energy, necessitated in part by the energy crisis of the 1970s. Later, with the Clean Air Act Amendments of 1990, air quality became a significant area of emphasis. This remains true today. Because ten Dallas-Fort Worth area counties are in nonattainment for ozone, transportation improvements must be made without negatively impacting air quality.



In 1974, the department was designated as the region's metropolitan planning organization and today, through the Regional Transportation Council, is in charge of transportation policymaking for 12 counties. North Texas has added about 4.5 million people since 1970, bringing the total to near 7 million and necessitating a transportation system that serves more than just personal vehicles.

Dallas Area Rapid Transit's 90-plus mile light rail system is the largest in the nation, and the region's commuter rail network continues to develop, connecting more and more people to their destinations. The Trinity Railway Express serves as an important connection between Dallas and Fort Worth; Denton County Transportation Authority's A-train connects Denton and Carrollton; and starting in 2018, TEX Rail will provide residents of the western side of the region the same opportunity their eastern counterparts have through DART light rail: direct access to Dallas/Fort Worth International Airport by rail. The region's bicycle-pedestrian network also continues to expand.

Over the years, the region's transportation system has seen more than just expansion. Innovation has helped Dallas-Fort Worth accommodate the growth that continues today. NCTCOG works closely with its regional partners and the Texas Legislature to ensure the transportation needs are met for the entire region. One innovation with a lasting impact was the financing agreement reached with the North Texas Tollway Authority to construct Sam Rayburn Tollway, a roadway that is attracting new development to parts of Collin and Denton counties.

Historically, NTTA has constructed roads and used the resulting revenue to support its growing system. With Sam Rayburn Tollway, the benefactor became the region. NTTA paid the region more than \$3 billion, which has been used to build numerous Dallas-Fort Worth area projects that otherwise would have had to wait years for completion. The Regional Toll Revenue funding initiative remains in use today to enhance the multimodal transportation system. For a closer look at the Transportation Department over the years, visit www.nctcog.org/50.

EPA honors NCTCOG freight outreach

NCTCOG has been recognized for the fifth year in a row for its efforts to promote emissions reduction and improve efficiency in the freight industry. The Environmental Protection Agency named NCTCOG a SmartWay Affiliate Challenge honoree in April. NCTCOG promotes SmartWay initiatives by providing outreach to potential partners and informing freight operators in the area about the benefits of adapting to EPA-verified SmartWay technologies. The SmartWay Affiliate Challenge was developed to acknowledge entities that have demonstrated exceptional recruiting, promotion and marketing toward these goals. SmartWay Transport is a voluntary, public-private partnership with the freight industry that the EPA started in 2004. It helps SmartWay Partners move more goods more miles with lower emissions and less energy. Reducing emissions in the freight sector plays a vital role in improving regional air quality. Thirty percent of regional on-road nitrogen oxide emissions come from heavy-duty diesel vehicles.

public involvement

Celebrate Bike Month in North Texas

May is Bike Month, and North Texans have opportunities to show support for commuting on two wheels throughout the month, starting with Bike to School Day on May 4. National Bike to Work Week May is 16-20, capped by National Bike to Work Day on May 20. NCTCOG encourages residents to commute by alternative transportation modes in support of Bike Month, organized by the League of American Bicyclists. Bicyclists can also log their commutes on TryParkingIt.com, where they will be eligible for prizes. For information on Bike to Work events organized by cities and the region's transit agencies, visit NCTCOG.org/trans/sustdev/bikeped/bike2work.asp.

NCTCOG celebrates spring at 20 DFW events

The NCTCOG Transportation Department participated in 20 community outreach events this spring, educating residents about air quality initiatives and metropolitan transportation planning in North Texas.

Staff members visited the sixth annual Earth Day Texas at Fair Park, attended by more than 130,000 people. They presented to the Texas Trucking Association about for funding for alternative fuels and clean vehicle technology for freight efficiency and emissions reduction.

In addition, NCTCOG had booths at Fort Worth's Earth Party, Lewisville's ColorPalooza, Oak Cliff Earth Day, DFW Airport's Earth Day Celebration, University Day at the University of North Texas and The University of Texas at Arlington's Celebrating People and Planet, among others. Transportation and air quality programs, including Try Parking It, Air North Texas, Clean Air Action Day, the Look Out Texans safety campaign and the NCTCOG Active Transportation Program, were also highlighted.

resources

@ NCTCOG

Recent NCTCOG Presentations
NCTCOG.org/trans/presentations

Facebook
Facebook.com/nctcogtrans

Twitter
Twitter.com/nctcogtrans

YouTube
YouTube.com/nctcogtrans

Instagram
Instagram.com/nctcogtrans

Publications
NCTCOG.org/trans/outreach/publications.asp

partners

Dallas Area Rapid Transit
DART.org

Denton County
Transportation Authority
DCTA.net

North Texas Tollway Authority
NTTA.org

The Fort Worth
Transportation Authority
The-T.com

Texas Department
of Transportation
TxDOT.gov

4.5 million

North Texas has added about 4.5 million people since 1970, bringing the total to near 7 million.

polycymakers —

Students can learn to bicycle, walk safely

The end of the school year is just a month away, so students will soon have more opportunities to bicycle, walk and play outside. To help keep kids safe this summer and in the coming school year, the Look Out Texans safety campaign has created lesson plans and materials to teach students about how to bicycle and walk safely.

These resources were developed by NCTCOG with assistance from an educator focus group made of North Texas teachers. The lesson plans, customized for students in grades 3-5 and 6-8, meet Texas Essential Knowledge and Skills (TEKS) standards. Through a grant from the Texas Department of Transportation, Look Out Texans is able to provide these informative and fun resources to educators and the general public for free online.

A combination of videos, activities and a quiz, helps students learn about safe bicycling and walking practices. Teachers can also take advantage of articles, letters and tip sheets to ensure learning continues at home. To access the resources, please visit

www.LookOutTexans.org/schoolkit.

Survey: Idle-reduction initiatives

Vehicle idling reduces fuel economy, wastes money and contributes to ozone-forming emissions. NCTCOG is looking for ways to make regional idle-reduction programs more effective, and needs your help! Tell us what type of vehicles you think are most important to target, what messages are most effective, and areas where you think idling is most important to reduce, by taking the following survey:

SurveyMonkey.com/r/FX3T7FW

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.