

AGENDA

**Regional Transportation Council
Thursday, January 8, 2015
North Central Texas Council of Governments**

1:00 pm Full RTC Business Agenda

(NCTCOG Guest Secured Wireless Connection Password: rangers!)

1:00 – 1:05

1. Approval of December 11, 2014, Minutes

Action Possible Action Information Minutes: 5

Presenter: Mike Cantrell, RTC Chair

Item Summary: Approval of the December 11, 2014, minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

1:05 – 1:05

2. Consent Agenda

Action Possible Action Information Minutes: 0

2.1. 2015 – 2018 Transportation Improvement Program Modifications

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of February 2015 revisions to the 2015-2018 Transportation Improvement Program will be requested.

Background: February 2015 revisions to the 2015-2018 Transportation Improvement Program are provided as [Reference Item 2.1.1](#) for RTC consideration. Administrative amendments from the November 2014 cycle are provided for information in [Electronic Item 2.1.2](#). These modifications have been reviewed for consistency with the Metropolitan Transportation Plan, air quality conformity determination, and financial constraint of the Transportation Improvement Program.

1:05 – 1:20

3. Orientation to Agenda/Director of Transportation Report

Action Possible Action Information Minutes: 15

Presenter: Michael Morris, NCTCOG

1. Happy New Year
2. Recognition of Ron Brown for Service on the Regional Transportation Council (RTC)
3. Special Events
4. Demographic Forecasts for 2040
5. Trinity Parkway and Southern Gateway Status
6. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.1](#))
7. Clean Cities Clean Fleet Annual Reporting ([Electronic Item 3.2](#))
8. December Public Meeting Minutes ([Electronic Item 3.3](#))
9. Roundabouts Fact Sheet ([Electronic Item 3.4](#))
10. Recent Correspondence ([Electronic Item 3.5](#))
11. Recent News Articles ([Electronic Item 3.6](#))
12. Transportation Partners Progress Reports

1:20 – 1:30

4. **Incident Management Call for Projects**

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will provide information regarding the Incident Management Equipment Purchase 2014 Call for Projects and request approval of recommended projects to select for funding.

Background: The goal of the North Central Texas Council of Governments (NCTCOG) Freeway Incident Management Training Program is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce secondary traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. Nonrecurring traffic incidents are responsible for about 50 percent of all congestion. Additionally, the secondary crashes caused by these upstream incidents lead to additional fatalities and injuries. Equipment and technology that aid in quick incident clearance can both assist with keeping motorists and first responders safe on the roadway and improving air quality in the region. In support of the NCTCOG Freeway Incident Management Training Program, NCTCOG conducted the Incident Management Equipment Purchase 2014 Call for Projects aimed at the purchase of equipment and technology to be used to mitigate traffic incidents in the North Central Texas nonattainment area. A total of \$2 million was available through the Call. Project recommendations are provided in [Reference Item 4.1](#), and additional details are provided in [Electronic Item 4.2](#).

1:30 – 1:40

5. **Support for North Central Texas Council of Governments' Comments on the Dallas-Fort Worth State Implementation Plan Revision and Other Air Quality Updates**

Action Possible Action Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will seek Regional Transportation Council (RTC) approval to provide comments to the Texas Commission on Environmental Quality (TCEQ) regarding on-road mobile components within the Dallas-Fort Worth State Implementation Plan (SIP) Revision for the 2008 eight-hour ozone standard. In addition, an update will be provided regarding 2014 Transportation Conformity and proposed changes to the national ozone standard.

Background: On December 10, 2014, the TCEQ approved proposal of revisions to the Dallas-Fort Worth SIP for the 2008 eight-hour ozone standard, which include reference to local initiatives submitted by the North Central Texas Council of Governments (NCTCOG) on August 8, 2014, and TCEQ staff recommendations to replace currently incorporated but older on-road emission inventories with updated on-road emission inventories for final adoption of the Dallas-Fort Worth SIP. The proposed Dallas-Fort Worth SIP revision does not include these updated on-road emission inventories due to late availability of

the Environmental Protection Agency's (EPA's) improved modeling software. Since release of EPA's updated software in the fall, on-road emission inventories incorporating latest planning assumptions have been prepared and submitted to the TCEQ. NCTCOG staff is preparing comments for the TCEQ Dallas-Fort Worth SIP open comment period that ends January 30, 2015, supporting inclusion of the updated on-road emission inventories. This is important due to significant differences in results between the two sets of inventories that will ultimately be established as motor vehicle emissions budgets for future transportation conformities. In addition, staff has presented to the RTC the importance of additional volatile organic compounds reductions to assist in air quality conformity.

Local efforts continue in obtaining federal approval of 2014 Transportation Conformity, and the EPA recently released informative details regarding revision to the existing federal ozone standard. Additional information is provided in [Reference Item 5](#).

1:40 – 1:50

6. **Regional Transportation Council Conflict of Interest Procedure**

Action Possible Action Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: The Council will be asked to approve a Conflict of Interest Procedure and the use of a Conflict of Interest Affidavit that complies with Local Government Code Chapter 171.

Background: RTC Bylaws and Operating Procedures require RTC members to adhere to the conflict of interest procedures in Local Government Code Chapter 171 and the Code of Ethics of their respective entities. (See RTC Bylaws, Section 3, Paragraph D). If an RTC member, or close relative(s), has a substantial interest in a business entity or in real property that is coming before a vote of the RTC, the member is required to file an affidavit prior to the meeting stating the nature and extent of the interest. The member is required by law to abstain from further participation in the matter if action on the matter has a special economic impact on the business entity or value of the property that is distinguishable from the effect on the public. [Reference Item 6.1](#) contains additional background and a proposed RTC Conflict of Interest Procedure. [Reference Item 6.2](#) is the proposed Conflict of Interest Affidavit for RTC approval.

1:50 – 2:00

7. **Proposition 1 and Funding the Metropolitan Transportation Plan – Draft Listings**

Action Possible Action Information Minutes: 10

Presenters: Michael Morris and Christie Gotti, NCTCOG

Item Summary: Staff will update the Council on the latest developments regarding Proposition 1 funding and present draft project recommendations for consideration. North Central Texas Council of Governments (NCTCOG) staff proposes this item for information. However, because of the speed in Proposition 1

projects needing to go to construction, a few isolated Texas Department of Transportation (TxDOT) projects may need conditional approval in order to meet the 2015 TxDOT letting schedule.

Background: In November 2014, Texas voters approved Proposition 1, which is expected to provide \$1.74 billion to the State Highway Fund in the first year. The Dallas-Fort Worth region will receive approximately \$367.6 million in year one. TxDOT and NCTCOG staffs have collaborated to develop a draft list of proposed Proposition 1 projects. Eligible projects include engineering, right-of-way acquisition, and construction of traditional roadways, excluding toll roads. A draft list and map of project ideas will be discussed. TxDOT is implementing a vigorous schedule, which may result in the need for approval during the January meeting on projects that could let before May 2015. However, it is anticipated that approval of most first-year projects would be requested in February 2015.

2:00 – 2:10

8. **Public Participation Plan Revisions**

Action Possible Action Information Minutes: 10

Presenter: Amanda Wilson, NCTCOG

Item Summary: Staff has developed proposed updates to the Public Participation Plan that outlines how the North Central Texas Council of Governments Transportation Department informs and gathers input from North Texans. A summary of proposed changes and schedule for incorporating updates will be presented. The draft Public Participation Plan is included as [Electronic Item 8.1](#).

Background: Approved by the Regional Transportation Council in March 2010, the Public Participation Plan ([Electronic Item 8.2](#)) encourages an open exchange of information and ideas between the public and transportation decision makers. Consistent with federal regulations, the Public Participation Plan clearly defines the purpose and objectives for initiating public dialogue on transportation plans, programs, projects, policies, and partnerships. It also includes as attachments the Language Assistance Plan and Title VI Complaint Procedures.

9. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Reference Item 9.1](#))
- STTC Minutes ([Electronic Item 9.2](#))
- Local Motion ([Electronic Item 9.3](#))

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

11. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.
12. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for *1:00 pm, Thursday, February 12, 2015, at the North Central Texas Council of Governments.*

MINUTES**REGIONAL TRANSPORTATION COUNCIL
December 11, 2014**

The Regional Transportation Council (RTC) met on Thursday, December 11, 2014, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Douglas Athas, Brian Barth, Ron Brown, Mike Cantrell, Sheri Capehart, Rudy Durham, Andy Eads, Charles Emery, Mark Enoch, Gary Fickes, Robert Franke, Sandy Greyson, Mike Nowels (representing Mojay Haddad), Kelly Selman (representing Bill Hale), Roger Harmon, Vonciel Jones Hill, Clay Jenkins, Ron Jensen, Jungus Jordan, Sheffie Kadane, Geralyn Kever, Lee Kleinman, Stephen Lindsey, Laura Maczka, Scott Mahaffey, Matthew Marchant, Ray Smith (representing Maher Maso), Greg Noschese (representing John Monaco), Mark Riley, Amir Rupani, Danny Scarth, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino Jr., Oscar Ward, Duncan Webb, Glen Whitely, Kathryn Wilemon, and Zim Zimmerman.

Others present at the meeting were: Vickie Alexander, Devan Allen, Jasper Alve, Nancy Amos, Chris Anderson, Gustavo Baez, Melissa Baker, Bryan Beck, Jason Brown, John Brunk, Carol Bush, Loyl Bussell, Angie Carson, Dave Carter, Lori Clark, Ray Clark, Jim Cline, Darrell Cockerham, Michael Copeland, John Cranfill, Jason Crawford, Clarence Daugherty, Clif Davis, Heather Davis, Kim Diederich, Eric Dominguez, David Dryden, Chris Dyser, Traci Enna, Megan Everett, Kevin Feldt, Brian Flood, Michael Gange, Bob Golden, Christie Gotti, Adrienne Hamilton, Richard Harper, Jeff Hathcock, Rebekah Hernandez, Jodi Hodges, Bennett Howell, Mike Johnson, Tim Juarez, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Tom Krampitz, April Leger, Sonny Loper, Theresa Lopez, Paul Luedtke, Ricky Mackey, Barbara Maley, Andrew Malkowski, Keith Manoy, Jeni McGarry, Michelle McKenzie, Chad McKeown, Cindy Mendez, Michael Miles, Mindy Mize, Rebecca Montgomery, Michael Morris, Jenny Narvaez, Mark Nelson, Andy Oberlander, Brinton Payne, John Polster, James Powell, Vercie Pruitt-Jenkins, Walter Ragsdale, Chris Reed, Molly Rendon, Karen Richard, Bill Riley, Kyle Roy, Rider Scott, Randy Skinner, Grady Smithy, Jahnae Stout, Neil Strassman, Dean Stuller, Gerald Sturdivant, Vic Suhm, Vuay Thakkar, Gary Thomas, Kimberlin To, Lauren Trimble, Frank Turner, Whitney Vandiver, Dug Vu, Sandy Wesch, Cheryl Williams, Diane Williams, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Bruce Wood, and Ed Wueste.

1. **Approval November 13, 2014, Minutes:** The minutes of the November 13, 2014, meeting were approved as submitted in Reference Item 1. Sheffie Kadane (M); Charles Emery (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Requested Update to Increase Category 1 Transportation Development Credits for Strategic Awards to Small Transit Providers and Update of the 2014 Summary Report:** A motion was made to approve replenishing the Category 1 – Strategic Awards to Small Transit Providers with five million Transportation Development Credits (TDCs) and to decrease the Category 2 – Type 1 Call: Regional Transportation Council has Revenue-Transportation Alternatives Program TDCs by 1,632,005 and return the TDCs to the unallocated pool. Details were provided in Reference Item 2.1.1

Rob Franke (M); Kathryn Wilemon (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Brian Barth highlighted the history of the Texas Road Hand Award created in 1973 to recognize citizen efforts to make the State's highway program the best in the world and who freely give their time to champion transportation projects in their area. Mr. Barth highlighted those recipients in the region over the past 41 years, including Michael Morris, Gary Fickes, and Grady Smithey. He noted that the individual being recognized at the meeting has spent the last decade pursuing additional transportation funding to accommodate the continued growth of Texas and the Dallas-Fort Worth Metroplex and recognized Jungus Jordan for his dedicated public service and the positive impact he has had on the Texas highway system. Mr. Jordan noted that this was an honor that he shared with the Regional Transportation Council (RTC), and that he had never worked with a more passionate group of individuals working for a common purpose.

Mindy Mize presented the Air North Texas 2013-2014 Partner Awards. The City of Plano received the Outstanding Advertising award, City of Fort Worth received the Outstanding Outreach award, University of Texas Arlington received the Outstanding Partner Involvement award, Hood County received the Outstanding Initiative award, Denton County Transportation Authority received the Outstanding Media Engagement award, and City of Grand Prairie received the Air North Texas Partner of the Year award. Lori Clark presented the Local Collaboration of the Year award received for the North Central Texas Council of Governments (NCTCOG) Solar Ready II project at the recent Texas Renewable Energy Industries Association annual conference. She noted that the Transportation Department worked on this project in partnership with the NCTCOG Environment and Development Department. Mr. Morris noted the yearlong celebration of the RTC's 40th anniversary. Provided at the meeting to members was a key-shaped flash drive to thank members for their contributions to regionalism and remind them of the great accomplishments in regional transportation planning since 1974. The 2015 RTC meeting schedule was provided in Reference Item 3.2, RTC Legislative Program was provided in Electronic Item 3.3, and December public meeting information was provided in Electronic Item 3.4. He noted RTC participation at recent high-speed rail public meetings and that the deadline for comments was December 15. Air quality funding opportunities for vehicles was provided in Electronic Item 3.5, Transportation Improvement Program quarterly updates regarding east/west equity were provided in Electronic Item 3.6.1 and Electronic Item 3.6.2, and the status of American Recovery and Reinvestment Act projects was provided in Electronic Item 3.6.3 and Electronic Item 3.6.4. Call for Projects event information was provided at the meeting. These included College Football Playoff events and information regarding the Texas Department of Transportation 2015 Transportation Alternatives Program Call for Projects in Reference Item 3.10. He noted recent correspondence in Electronic Item 3.8, and specifically discussed a letter from the Mayor of Terrell regarding an RTC grade-separation project that aided the city during a recent traffic accident. Recent news articles were provided in Electronic Item 3.9 and partner progress reports were provided at the meeting.

4. **Clean School Bus Call for Projects:** Lori Clark presented recommendations to open the proposed North Central Texas Clean School Bus Program Call for Projects. Approximately \$1 million in grant funds for school bus projects, including approximately \$6,600 in Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP) funds and \$1 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds will be available through the Call. Staff requested that if additional SEP funds are assigned to the North Central Texas Council of Governments (NCTCOG) during the Call for Projects, these additional SEP funds be used for this initiative. Public and private schools, school districts, and bus operators in the 10-county ozone nonattainment area are eligible to

apply. Entities must adopt the Clean Fleet Policy, prior to the application deadline. Ms. Clark noted that the revised Clean Fleet Policy was provided for RTC's consideration during the next agenda item. Consistent with CMAQ rules, projects will be funded up to 80 percent with a 20 local match requirement for federal for eligible projects. Eligible projects include school bus replacements, repowers, nitrogen oxides (NOx) retrofit, and installation of onboard idle-reduction technologies. Since this will be an air quality initiative, the evaluation criteria will be based primarily on cost effectiveness of reduction in NOx. She noted that if several projects of similar cost-effectiveness are received, a qualitative assessment will then be used including partnership in other initiatives, feasibility or risk, multi-pollutant emission reductions, and innovative projects. Details were provided in Reference Item 4. Staff anticipated opening the Call for Projects from January 5 to March 13, 2014, with recommendations being presented to the Council in the spring. A motion was made to approve the opening of a new Call for Projects for the North Central Texas Clean School Bus Program, including the proposed funding, eligibility, evaluation criteria, and schedule detailed in Reference Item 4. Glen Whitley (M); Lissa Smith (S). The motion passed unanimously.

5. **Clean Fleet Policy Revision:** Lori Clark presented staff recommendations for the revised Clean Fleet Policy. In 2005, the Regional Transportation Council (RTC) adopted a Clean Fleet Vehicle Policy, provided in Electronic Item 5.1. Over the past year, staff has developed draft revisions to the policy in partnership with a working group of fleet representatives. The focus was to shift the policy to a more goal-oriented structure including emission reductions, fuel consumption savings, partnership with the North Central Texas Council of Governments (NCTCOG) Dallas-Fort Worth (DFW) Clean Cities Coalition, and ensuring the drivers, operators, and fleet personnel are familiar with the goals. Major considerations were to ensure that the policy remained relevant and effective, captured comprehensive air quality goals, and reflected efforts in conjunction with NCTCOG's role as the DFW Clean Cities Coalition. Staff proposed that the current RTC position on funding eligibility requirements for all vehicle funding remain the same. In addition, adoption and compliance may be considered for other RTC funding actions. In the new policy, annual reporting will flow into a new DFW Clean Cities recognition program where fleets may receive recognition for going above and beyond policy requirements. Reference Item 5.2 included an RTC resolution adopting the policy. Reference Item 5.3 provided the final version of the policy for approval. If approved, Ms. Clark noted that staff would begin communication of the new policy to local governments for their approval. A motion was made to approve the RTC Resolution Supporting the Clean Fleet Policy in Reference Item 5.2 and the Clean Fleet Policy template in Reference Item 5.3. Vonciel Jones Hill (M); Sheffie Kadane (S). The motion passed unanimously.
6. **Proposition 1 and Funding the Metropolitan Transportation Plan:** Michael Morris provided an update on the latest developments regarding the Proposition 1 focus areas and project identification process. Electronic Item 6.1 included the white paper issued by the Proposition 1 Stakeholder Committee. The Constitutional Amendment is estimated to provide approximately \$1.75 billion to the State Highway Fund for the first year. Texas voters approved Proposition 1 by 80 percent statewide and by nearly 85 percent in urban regions. He highlighted six guiding principles for the funding, specifically noting the Legislature's interest in formula allocation, a bottom-up approach, and funding projects with statewide benefits. Details were provided in Electronic Item 6.2. Step 1 will be the funding allocations. The entity that will make the funding allocation recommendation to the Texas Transportation Commission was anticipated to be discussed at the December 12, 2014, stakeholder meeting. The Texas Department of Transportation (TxDOT) has a position that

30 percent should be allocated to congestion, 30 percent to TxDOT district engineers, 20 percent to maintenance, and 20 percent to energy-related maintenance. Michael suggested more funds be allocated to capacity improvements and less to maintenance. His suggestion to the stakeholders committee was 40 percent to congestion, 40 percent to districts for connectivity, 0 percent to maintenance, and 20 percent to energy-related maintenance for new and older areas. Step 2 will be project selection by the Metropolitan Planning Organizations (MPOs) and TxDOT Districts. It is estimated that the statewide allocation will be \$1.75 billion, with \$350-400 million anticipated each year in the Dallas-Fort Worth region. Projects must be traditional roadway projects on the interstate highway system or State highway system. There is expected to be a lot of pressure to have projects ready to let by December 2015 for the first round of funding, but staff may propose engineering on important projects that could let past the deadline. Additional projects will be identified in years two, three, and four. In addition, no supplanting of project funds will be permitted and all counties may receive a project by year four. Mr. Morris noted that the Legislature is sensitive to the fact that no funds will be used on toll roads. In addition, he noted that coordination with TxDOT will be critical in order to leverage funds for capacity and connectivity. The process may involve a two-phased approval process to accommodate early lettings while staff continues to work on other projects. The region should be prepared to begin project approvals in the January/February timeframe as the Legislature convenes, and also be mindful of the having too many projects that will let in late summer when TxDOT's letting schedule is busiest. He noted that funding allocations should be known by the end of December and staff will continue coordination with TxDOT. Staff will likely present project maps at the January RTC meeting, and members were encouraged to contact NCTCOG or TxDOT regarding project ideas. Douglas Athas asked if the Legislature was primarily talking about projects the region considers shovel ready. Mr. Morris noted that TxDOT was indicating projects that are ready to let. Staff is suggesting that a portion of the revenue be used to engineer a project/projects that may be ready by year two or three in order to choose a significant project. He reminded members that the total is an annual amount, and that testimony was provided to the Legislature regarding the benefit of a three-year allocation in building the best system. Geralyn Kever discussed the Proposition 1 Stakeholder Committee and asked if the region's representatives were in agreement, how the stakeholder committee will vet through the funding allocations, and who will make the final decision on those funding allocations. Mr. Morris discussed the makeup of the Committee, noting that there were varying perspectives but that there has been some consensus on formula allocations. Details regarding who will make the final recommendation regarding allocations will be discussed at the Stakeholder meeting scheduled for December 12, 2014.

7. **Freight Congestion and Delay Study:** Kevin Feldt presented information regarding the draft recommendations of the Freight Congestion and Delay Study, the first of five follow-up studies from Freight North Texas. Freight North Texas included an inventory of systems throughout the region in which areas of freight congestion were identified from a user's viewpoint. The Freight Congestion and Delay study took the perspective that large projects will take care of themselves, such as the IH 30/SH 360 interchange. For example, passenger improvements to this project will also help with freight issues in the interchange. Projects primarily benefiting freight were studied, especially projects that are cost effective and quickly implemented. Projects that impact freight and focused on arterial and collector facilities were identified. North Central Texas Council of Governments staff took umbrage to information provided by the freight representatives and along with input from the Regional Freight Advisory Committee established four focus areas for in depth review and analysis. These areas include: 1) AllianceTexas, 2) Mid-Cities, 3) IIPOD, and 4) Mesquite. The

analysis looked at congestion delay from a freight perspective, traffic signals, speed limits, trip numbers, crash spots involving freight vehicles, and average speeds. Data was reviewed and draft regional policies, projects, and programs were recommended and will be included in recommendations for the upcoming Mobility 2040. The policies identified focus on safety to minimize truck crashes, efficiency to improve the first/last mile network access, and are comprehensive to ensure project continuity. Program recommendations include truck route network continuity, intersection improvements, data collection, accessing freight facilities, and safety. Next steps will include completion of the final document and upcoming presentations to the Regional Freight Advisory Committee and Regional Transportation Council. In January, staff anticipated publishing the final document and distributing it to partners. Michael Morris discussed the importance of freight, and encouraged members to participate in freight efforts. Douglas Athas discussed future study efforts, particularly related to new facilities in the region such as the new Kansas City Southern intermodal facility. Rob Franke noted the importance of including training facilities in future studies to determine potential best practices when training. Sandy Greyson discussed "first-mile, last-mile" efforts and asked if those efforts would be focused on the four areas noted. Mr. Feldt noted that these four areas were the first of many areas to be studied. Staff's next steps will be to look at other existing areas, as well as potential future areas. Jungus Jordan noted that it will be important that freight movement is not disrupted for passenger-rail service.

8. **Texas Department of Transportation Update on Regional Speed Limits:** Chris Klaus provided a follow-up presentation to the November 13 Regional Transportation Council agenda item regarding regional speed-limit changes. Speed-limit changes are now possible as reversing environmental regulatory requirements earlier in the year or substituting projects and their air quality benefits to offset the emission-reduction credits lost as a result of reversing Environmental Speed Limits (ESLs) implemented in 2001. Correspondence from the Texas Commission on Environmental Quality and Environmental Protection Agency on the regulatory portion of this effort was provided in Electronic Item 8.1. Mr. Klaus highlighted Texas Department of Transportation (TxDOT) efforts to set speeds based on engineering principles and speed studies conducted in the region. He noted that the studies are generally conducted during off-peak hours, during good weather, and at times when there is no speed enforcement activities. He reviewed a map overviewing the region that reflected the proposed changes to date. Details were provided in Electronic Item 8.2. Speed changes were also proposed in certain areas to have consistent speed limits across the region and to ensure that there is a consistent progression of speeds in and out of the region. He also noted that there were some areas that were still under review. Andy Oberlander clarified that roadways indicated with the black triangle were areas where speeds will be lowered from 65-60 miles per hour, which has already occurred as a result of speed studies. Glen Whitley questioned the difference in speeds on IH 20 versus IH 30. Brian Barth, TxDOT Fort Worth, noted that the speed limits in those areas were a result of roadway geometry. Michael Morris explained that although TxDOT is responsible for setting speed limits, end results are important as they are incorporated into many of the transportation planning work conducted by the Metropolitan Planning Organization. Theresa Lopez, Fort Worth District Transportation Operations Director and Andy Oberlander, Dallas District Transportation Operations Engineer were at the meeting and available to answer questions.
9. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 9.1 and the current Local Motion was provided in Electronic Item 9.2.
10. **Other Business (Old or New):** There was no discussion on this item.

11. **Future Agenda Items:** There was no discussion on this item.
12. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, January 8, 2015, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:25 pm.

**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0009	55090	0196-03-268	TXDOT-DALLAS (DALLAS)--IH 35E FROM IH 30 TO NORTH OF OAKLAWN AVE; CONSTRUCT 3/4 LANE COLLECTOR DISTRIBUTOR ROADS, RECONSTRUCT 2 LANE FRONTAGE ROADS, AND INTERCHANGE AT UPRR/SP 366/DNT	FY2035--\$10,000,000 SBPE (\$10,000,000 STATE) - ENG FY2035--\$10,000,000 S102 (\$9,000,000 FEDERAL AND \$1,000,000 STATE) - ROW FY2035--\$20,000,000 S102 (\$16,000,000 FEDERAL AND \$4,000,000 STATE) - UTIL	ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
2015-0087	11947 11947.1	0918-46-272	DCTA--PHASE THREE A-TRAIN RAIL TRAIL FROM SWISHER ROAD TO KELTON ROAD; BICYCLE AND PEDESTRIAN FACILITY, SIGNAGE, AND AMENITIES	FY2015--\$161,813 ENHANCEMENT FUNDS (\$129,450 FEDERAL AND \$32,363 LOCAL) - PE FY2015--\$2,157,500 ENHANCEMENT FUNDS (\$1,726,000 FEDERAL AND \$431,500 LOCAL) - CON FY2015--\$161,812 ENHANCEMENT FUNDS (\$129,450 FEDERAL AND \$32,362 LOCAL) - CE	CHANGE TIP CODE FROM 11947 TO 11947.1; REMOVE \$496,225 LOCAL MATCH FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$129,450 ENHANCEMENT FUNDS (\$129,450 FEDERAL) FOR PRELIMINARY ENGINEERING IN FY2015, \$1,726,000 ENHANCEMENT FUNDS (\$1,726,000 FEDERAL) FOR CONSTRUCTION IN FY2015, AND \$129,450 ENHANCEMENT FUNDS (\$129,450 FEDERAL) FOR CONSTRUCTION ENGINEERING IN FY2015; LOCAL MATCH FOR FEDERAL FUNDS PROVIDED BY RTR 121-DE1 FUNDS FROM TIP 11947.2/CSJ 0918-46-278
2015-0110	11978	0000-18-003 PERMANENT CSJ REQUESTED	NCTCOG (DALLAS)--SIDEWALKS AND LANDSCAPING IN DALLAS CENTRAL URBAN CORE	FY2017--\$1,000,000 TOTAL (\$1,000,000 STP-MM [\$1,000,000 FEDERAL] AND 200,000 TDC [MPO] [200,000 REGIONAL]) - CON	CHANGE IMPLEMENTING AGENCY TO CITY OF DALLAS, REMOVE FEDERAL FUNDS AND TDCS, AND ADD RTR AND LOCAL FUNDS FOR A REVISED FUNDING AMOUNT OF \$50,000 LOCAL CONTRIBUTION (\$50,000 LOCAL) FOR ENGINEERING IN FY2015 AND \$1,100,000 TOTAL (\$1,000,000 RTR 121-DA2 [\$1,000,000 REGIONAL] AND \$100,000 LOCAL CONTRIBUTION [\$100,000 LOCAL]) FOR CONSTRUCTION IN FY2015; DECREASED STP-MM FUNDS RETURNED TO REGIONAL POOL

NOTES:

- ITEMS ADDED SINCE THE DECEMBER 5, 2014 STTC MEETING ARE DESIGNATED IN **BOLD** TYPE
- ITEMS REMOVED SINCE THE DECEMBER 5, 2014 STTC MEETING CONTAIN A STRIKETHROUGH

DRAFT

**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0131	25004-11614.7	REQUESTED-2374-02-143	TXDOT-DALLAS (BALCH SPRINGS)--QUAIL DRIVE AT IH 635; CONSTRUCT PEDESTRIAN BRIDGE WITH BICYCLE ACCOMMODATIONS	FY2015--\$125,000 TOTAL (\$125,000 CMAQ [\$125,000 FEDERAL] AND 25,000 TDC [MPO] [25,000 REGIONAL]) - ENG	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); OFFSET BY A DECREASE IN CMAQ FUNDS ON TIP 11614.2/CSJ 0918-00-218 NOTE: 25,000 TDC (MPO) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH
2015-0137	55079	0171-04-077	TXDOT-FORT WORTH (AZLE)--SH 199 FROM NORTH OF NINE MILE BRIDGE TO SOUTH OF NINE MILE BRIDGE; CONSTRUCT 4 TO 6 8-MAINLANES, OVERPASS OVER NINE MILE BRIDGE RD AND ENTRANCE/EXIT RAMP FOR SH 199	FY2020--\$756,839 LOCAL CONTRIBUTION (\$756,839 LOCAL) - ENG FY2020--\$14,951,000 LOCAL CONTRIBUTION (\$14,951,000 LOCAL) - CON	ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
2015-0138	55080	0171-04-078	TXDOT-FORT WORTH (AZLE)--SH 199 FROM SOUTH OF HANGER CUTOFF RD TO NORTH OF NINE MILE BRIDGE; CONSTRUCT 4 TO 6 8-MAINLANES AND ENTRANCE/EXIT RAMP FOR SH 199	FY2020--\$550,932 LOCAL CONTRIBUTION (\$550,932 LOCAL) - ENG FY2020--\$10,883,400 LOCAL CONTRIBUTION (\$10,883,400 LOCAL) - CON	ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0139	55081	0171-04-079	TXDOT-FORT WORTH (AZLE)--SH 199 FROM NORTH OF HANGER CUTOFF RD TO SOUTH OF HANGER CUTOFF RD; CONSTRUCT 4 TO 6 & MAINLANES, OVERPASS OVER HANGER CUTOFF RD, AND ENTRANCE/EXIT RAMP FOR SH 199	FY2020--\$751,777 LOCAL CONTRIBUTION (\$751,777 LOCAL) - ENG FY2020--\$14,851,000 LOCAL CONTRIBUTION (\$14,851,000 LOCAL) - CON	ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
2015-0145	20277.1	0918-24-207	FRISCO--DALLAS PARKWAY FROM LEBANON RD TO ELDORADO PKWY; WIDEN NORTHBOUND AND SOUTHBOUND DALLAS PARKWAY FROM 2 LANES IN EACH DIRECTION TO 3 LANES IN EACH DIRECTION	FY2015--\$1,302,000 RTR 121-CC1 FUNDS (\$1,041,600 REGIONAL AND \$260,400 LOCAL) - ENG FY2015--\$9,300,000 LOCAL CONTRIBUTION (\$9,300,000 LOCAL) - CON	DECREASE AUTHORIZED FUNDING BY \$983,000 LOCAL CONTRIBUTION (\$983,000 LOCAL) AND INCREASE BY \$983,000 RTR 161-CC2 (\$786,400 REGIONAL AND \$196,600 LOCAL) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$9,300,000 TOTAL (\$983,000 RTR 161-CC2 [\$786,400 REGIONAL AND \$196,600 LOCAL] AND \$8,317,000 LOCAL CONTRIBUTION [\$8,317,000 LOCAL]) FOR CONSTRUCTION IN FY2015 WITH NO CHANGE TO ENGINEERING PHASE; INCREASED RTR 161-CC2 FUNDS OFFSET BY A PRIOR DECREASE ON TIP 20274/CSJ 2351-01-020
2015-0148	20268.2	0918-24-186	NCTCOG (VARIOUS COUNTIES)--CORRIDOR FEASIBILITY AND PRELIMINARY ENGINEERING FOR NETEX AND SH 78 BETWEEN DALLAS COUNTY AND GREENVILLE (BLACKLANDS CORRIDOR); COORDINATION OF PASSENGER RAIL AND ROADWAY PLANNING ON NORTHEAST TEXAS RURAL RAIL TRANSPORTATION DISTRICT (NETEX) CORRIDOR FEASIBILITY AND PRELIMINARY ENGINEERING PHASE 2	FY2013--\$2,536,323 TOTAL (\$2,400,000 STP-MM [\$2,400,000 FEDERAL], \$136,323 RTR 161-HU2 [\$136,323 REGIONAL] AND 463,677 TDC [MPO] [463,677 REGIONAL]) - ENG	REVISE SCOPE TO UPDATE HUNT CO TRANS. PLAN TO IDENTIFY IMPROVEMENTS TO IH 30, SH 66, & US 380; MAINTAIN NETEX ROW FOR BIKE/PED & COMMUTER RAIL USE; START A MULTIMODAL TRANS. PLAN IN COLLIN CO INCL. ADDED NORTH/SOUTH CAPACITY & EAST/WEST CONNECTIONS ACROSS THE LAKES; AND ADD 16,323 TDC (MPO) (16,323 REGIONAL) FOR A TOTAL OF 480,000 TDC (MPO) (480,000 REGIONAL) WITH NO CHANGE TO RTR OR STP-MM FUNDS NOTE: 480,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

NOTES:

- ITEMS ADDED SINCE THE DECEMBER 5, 2014 STTC MEETING ARE DESIGNATED IN **BOLD** TYPE
- ITEMS REMOVED SINCE THE DECEMBER 5, 2014 STTC MEETING CONTAIN A STRIKETHROUGH

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0156	20154	0081-01-046	HALTOM CITY--US 377 AT EAST BELKNAP STREET; REDESIGN INTERSECTION TO STANDARD 4-WAY, SIGNALIZED INTERSECTION; INTERSECTION IMPROVEMENTS	SEE ATTACHMENT FOR DETAILS	REVISE FUNDING FOR CONSISTENCY WITH LOW BID AMOUNT (SEE ATTACHMENT ON PAGE 29 FOR DETAILS)
2015-0157	83292	0918-47-119	DART--EXTENSION AND LEVEL BOARDING OF DART RED AND BLUE LINE STATIONS AT VARIOUS LOCATIONS	FY2015--\$55,300,000 LOCAL CONTRIBUTION (\$55,300,000 LOCAL) - ENG FY2016--\$129,100,000 TOTAL (\$60,000,000 TMF [\$60,000,000 STATE] AND \$69,100,000 LOCAL CONTRIBUTION [\$69,100,000 LOCAL]) - CON	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
2015-0160	11186.3	0918-00-175 0918-00-189 0918-00-230 0918-00-231	NCTCOG--M&O-REGIONAL COMMUNICATION SYSTEM/INTERAGENCY COMMUNICATION, NETWORK & SOFTWARE (EASTERN SUBREGION), PHASE III; FREEWAY INCIDENT MANAGEMENT PROGRAM, ITS PROJECT	SEE ATTACHMENT FOR DETAILS	REVISE FUNDING AND ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 30 FOR DETAILS) NOTE: 581,600 TDC (MPO) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

NOTES:

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0161	20141.1 20141.2	0918-46-230	FLOWER MOUND--GERAULT/MORRISS FROM FM 2499 TO FM 407; WIDEN AND RECONSTRUCT 4 TO 6 LANE DIVIDED URBAN ARTERIAL; ADDITION OF LANES	SEE ATTACHED FOR DETAILS	REVISE SCOPE AS WIDEN AND RECONSTRUCT 4 TO 6 LANE DIVIDED URBAN ARTERIAL WITH TRAFFIC SIGNAL AND DRAINAGE IMPROVEMENTS WEST OF FM 2499/GERAULT ROAD INTERSECTION; REVISE FUNDING (SEE ATTACHMENT ON PAGE 31 FOR DETAILS)
2015-0162	11461	0091-05-053	PLANO--SH 289 AT INTERSECTION OF PLANO PARKWAY; INTERSECTION IMPROVEMENT INCLUDING RIGHT AND LEFT TURN LANES, U-TURNS, AND SIGNAL MODS ON ALL APPROACHES	FY2010--\$107,309 STP-MM (\$85,847 FEDERAL, \$10,731 STATE, AND \$10,731 LOCAL) [OBLIGATED] - ENG FY2016--\$1,892,691 STP-MM (\$1,514,153 FEDERAL, \$189,269 STATE, AND 189,269 LOCAL) - CON	REVISE SCOPE AS INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED; REVISE FUNDING (SEE ATTACHMENT ON PAGE 32 FOR DETAILS)
2015-0163	20247	0918-46-281	DENTON--NORTH TEXAS BOULEVARD AND IH 35E; DESIGN AND CONSTRUCT ROUNDABOUT	FY2015--\$300,000 RTR 121-DE1 (\$300,000 REGIONAL) - ENG FY2015--\$500,000 LOCAL CONTRIBUTION (\$500,000 LOCAL) - ROW FY2016--\$1,700,000 RTR 121-DE1 (\$1,700,000 REGIONAL) - CON	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0168	25008	REQUESTED 0172-06-092	FORT WORTH--MILLER AVE FROM KILLIAN ST TO COLLIN ST, WILBARGER ST FROM KILLIAN TO SOUTHBOUND MARTIN LUTHER KING FRONTAGE ROAD; INTERSECTION IMPROVEMENTS INCLUDING SIGNALIZATION, LIGHTING, MINOR LANDSCAPING, PEDESTRIAN AMENITIES, BUS TRANSIT IMPROVEMENTS, AND SIGNAGE	FY2015--\$200,000 CMAQ (\$160,000 FEDERAL AND \$40,000 LOCAL) - ENG FY2015 FY2016 --\$857,747 CMAQ (\$686,198 FEDERAL AND \$171,549 LOCAL) - CON	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING PARTIALLY OFFSET BY A DECREASE IN FUNDS ON TIP 11614.2/CSJ 0918-00-218 AND TIP 11975/CSJ 0902-00-152
2015-0172	20170	0902-48-816 0902-48-819 0902-48-882	FWTA--TOWER 60 AT TRINITY RIVER; CONSTRUCTION FOR STRUCTURES, TRACK, AND SIGNALS FOR A NEW BRIDGE OVER THE TRINITY RIVER FOR SW TO NE RAIL LINE; RAIL TRANSIT	FY2011--\$547,063 CMAQ (\$437,650 FEDERAL AND \$109,413 LOCAL) (OBLIGATED) - ENG FY2011--\$10,405,217 TOTAL (\$8,700,063 CMAQ [\$6,960,050 FEDERAL AND \$1,740,013 LOCAL] AND \$1,705,154 LOCAL CONTRIBUTION [\$1,705,154 LOCAL]) (OBLIGATED) - CON FY2014--\$2,000,437 CMAQ (\$1,600,350 FEDERAL AND \$400,087 LOCAL) (OBLIGATED) - CON	CHANGE PROJECT NAME AND LOCATION TO TEXRAIL AND REVISE SCOPE AS CONSTRUCTION AND PROJECT MANAGEMENT FOR CONSTRUCTION OF STRUCTURES, TRACK, AND SIGNALS FOR A NEW BRIDGE OVER THE TRINITY RIVER FOR TEXRAIL
2015-0173	83293	REQUESTED	DART--D2 LINE FROM VICTORY STATION TO DALLAS CBD; ADDITION OF 2ND LIGHT RAIL CORRIDOR IN DOWNTOWN DALLAS; PHASE 1	FY2016--\$155,500,000 LOCAL CONTRIBUTION (\$155,500,000 LOCAL) - ENG FY2018--\$551,300,000 LOCAL CONTRIBUTION (\$551,300,000 LOCAL) - CON	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0185	25012	REQUESTED	FORT WORTH TRANSIT AUTHORITY-- PURCHASE OF TEXRAIL VEHICLES	FY2015--\$40,000,000 TMF (\$40,000,000- STATE)--IMP	ADD PROJECT TO THE 2015-2018 TRANSPORTATION- IMPROVEMENT PROGRAM (TIP)/STATEWIDE- TRANSPORTATION IMPROVEMENT PROGRAM (STIP) NOTE: PROJECT BEING REMOVED AS FUNDS HAVE NOT BEEN RECEIVED
2015-0187	25013	REQUESTED	NCTCOG (FORT WORTH/RIVER OAKS)-- MEANDERING ROAD FROM SH 183 TO GILLHAM ROAD AND LTJG BARNETT ROAD FROM GILLHAM ROAD TO MILITARY PARKWAY; REALIGN INTERSECTION AND ADD TRAFFIC SIGNAL AT ROBERTS CUT OFF, CONSTRUCT ROUNDABOUT AT LTJG BARNETT, RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, AND ADD SIDEWALKS AND BICYCLE LANES	FY2015--\$1,000,000 TOTAL (\$500,000 CMAQ [\$500,000 FEDERAL], \$500,000 STP-MM (\$500,000 FEDERAL] AND 200,000 TDC [MPO] [200,000 REGIONAL]) - ENG	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) NOTE: 200,000 TDC (MPO) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
2015-0189	20210	0094-03-065	TXDOT-DALLAS (IRVING)--SH 183 FROM WEST OF SH 161 TO 0.66 MILES WEST OF LOOP 12; RECONSTRUCT 6 TO 6 GENERAL PURPOSE LANES, 0 TO 2 CONCURRENT HOV/MANAGED LANES AND 4/6 LANE TO 4/6 LANE DISCONTINUOUS FRONTAGE ROADS (PHASE 1)	SEE ATTACHMENT FOR DETAILS	REVISE FUNDING; REDUCED RTR FUNDS TRANSFERRED TO TIP 11978/CSJ 0000-18-003 (SIDEWALKS AND LANDSCAPING IN DALLAS CENTRAL URBAN CORE) AS PART OF DEFEDERALIZATION, BALANCE OF FUNDS RETURNED TO DALLAS COUNTY RTR ACCOUNT (SEE ATTACHMENT ON PAGE 33 FOR DETAILS)

NOTES:

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0190	54066	0094-07-020	TXDOT-DALLAS (DALLAS)--SH 183 FROM WEST END OF ELM FORK TRINITY RIVER BRIDGE TO IH 35E WITH A 1,600' OPERATIONAL TRANSITION; RECONSTRUCT 6 TO 6 GENERAL PURPOSE LANES, 0 TO 2 CONCURRENT HOV/MANAGED LANES AND 4/6 LANE DISCONTINUOUS TO 4/6 4/8 LANE DISCONTINUOUS FRONTAGE ROADS AND OPERATIONAL IMPROVEMENTS (PHASE 1)	SEE ATTACHMENT FOR DETAILS	REVISE LIMITS AS SH 183 FROM WEST END OF ELM FORK TRINITY RIVER TO IH 35E; AND REVISE SCOPE AS FRM W END OF ELM FORK TRINITY RIVER BRIDGE TO EMPIRE CENTRAL DR: RECON 6 TO 8 GP LNS, 0 TO 2 HOV/MNGD-C & 4/6 LN FRTG-D TO 4/6 LN FRTG-D; FRM EMPIRE CENTRAL DR TO IH 35E: RECON 6 TO 6 GP LNS, 0 TO 2 LN HOV/MNGD-C & 4/6 LN FRTG-C TO 4/6 LN FRTG-C (PHASE 1); REVISE FUNDING; DECREASED RTR FUNDS RETURNED TO DALLAS COUNTY RTR POOL (SEE ATTACHMENT ON PAGE 34 FOR DETAILS)
2015-0192	11508.1	2374-01-068	TXDOT-DALLAS (DALLAS)--IH 635 FROM WEBB CHAPEL TO WEST OF US 75 (MERIT DRIVE); IMPROVE FREEWAY - PHASE 1; ADD MANAGED LANES IN TUNNEL (8 MAIN LANES TOTAL WITH 6 MANAGED LANES (3 IN EACH DIRECTION)); HOV	SEE ATTACHMENT FOR DETAILS	DECREASE RTR 121-DA1 FUNDS BY \$75,000,000; \$15,000,000 RTR 121-DA1 FUNDS OFFSET INCREASE IN TIP 53123/CSJ 0196-03-138 PROCESSED IN NOVEMBER 2014 TIP MODIFICATION CYCLE AND \$60,000,000 DECREASED RTR 121-DA1 FUNDS RETURNED TO DALLAS COUNTY RTR POOL (SEE ATTACHMENT ON PAGE 35 FOR DETAILS)
2015-0193	20109	0619-05-034	TXDOT-DALLAS (DENTON COUNTY)--FM 544 FROM FM 2281 (DENTON DRIVE) TO 0.17 MILES WEST OF JOSEY LANE; RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 6 LANE DIVIDED URBAN FACILITY	FY2013--\$2,384,845 LOCAL CONTRIBUTION (\$2,384,845 LOCAL) - PE FY2013--\$14,500,000 RTR 121-DE1 (\$13,050,000 REGIONAL AND \$1,450,000 LOCAL) - ROW FY2014--\$24,554,476 TOTAL (\$18,393,517 RTR 121-DE1 [\$18,393,517 REGIONAL], \$2,743,724 STP-MM [\$2,194,979 FEDERAL AND \$548,745 STATE] AND \$3,417,235 LOCAL CONTRIBUTION [\$3,417,235 LOCAL]) - CON	REVISE FUNDING AND ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 36 FOR DETAILS)

NOTES:

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0194	11714	0009-12-074	ROCKWALL COUNTY (ROYSE CITY)--IH 30 AT ERBY CAMPBELL; CONSTRUCT INTERCHANGE AT ERBY CAMPBELL BLVD; INTERCHANGE	SEE ATTACHMENT FOR DETAILS	REVISE FUNDING; INCREASED RTR 121-RC1 FUNDS OFFSET BY A DECREASE ON TIP 20189/CSJ 0009-12-073 AND DECREASE IN LOCAL CONTRIBUTION OFFSETS AN INCREASE ON TIP 52229/CSJ 0009-12-208 (SEE ATTACHMENT ON PAGE 37 FOR DETAILS)
2015-0196	54129	0094-03-976	TXDOT-DALLAS (IRVING)--SH 183 FROM 0.66 MILES WEST OF LP 12 TO 1 MILE EAST OF LP 12; WIDEN 2 TO 4 CONCURRENT HOV/MANAGED LANES AND 4/6 LANE TO 4/8 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE)	FY2035--\$1,000,000 SBPE (\$1,000,000 STATE) - ENG FY2035--\$1,000,000 S102 (\$800,000 FEDERAL AND \$200,000 STATE) - ROW	REVISE LIMITS AND SCOPE AS SH 183 FROM 0.66 MILES WEST OF SL 12 TO 1 MILE EAST OF SL 12; WIDEN 2 TO 4 CONCURRENT HOV/MANAGED LANES AND 4/6 TO 4/8 LANE CONTINUOUS FRONTAGE ROADS AND CONSTRUCT ULTIMATE INTERCHANGE OF SL 12/SH 183/SH 114 (ULTIMATE)
2015-0198	53091	0009-11-129	TXDOT-DALLAS (DALLAS)--IH 30 FROM IH 45 TO DALROCK RD (EAST OF IH 635); RECONSTRUCT AND ADD 0 TO 4 HOV/MANAGED LANES WEST OF US 80 AND 0 TO 2 HOV/MANAGED LANES EAST OF US 80. TXDOT-DALLAS (DALLAS)--IH 30 FROM IH 45 TO DALROCK RD (EAST OF IH 635)--; FRM IH 45 TO US 80: RECON FRM 8 TO 10 GP LNS & FRM 1 TO 4 HOV/MNGD-C; FRM US 80 TO IH 635: RECON FRM 6 TO 6 GP LNS & FROM 1 TO 2 HOV/MNGD-C; FRM IH 635 TO BOBTOWN: RECON 8 TO 8 GP LNS & FRM 0 TO 1 HOV/MNGD-R; FRM BOBTOWN TO DALROCK: RECON 6 TO 8 GP LNS	FY2035--\$1,000,000 SBPE (\$1,000,000 STATE) - ENG	ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
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MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0199	55083	0048-04-912	TXDOT-DALLAS (WAXAHACHIE)--IH 35E FROM US 287 TO STERRET ROAD; RECONSTRUCT 4 INTERCHANGES (IH 35E AT US 287, LOFLAND DR, BUTCHER RD [FM 387], AND STERRET RD); RECONSTRUCT FRONTAGE ROADS AND CONVERT TO ONE-WAY AND RAMP MODIFICATIONS	FY2035--\$750,000 SBPE (\$750,000 STATE) - ENG	ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
2015-0200	35001	0172-05-115	TXDOT-DALLAS (WAXAHACHIE)--US 287 AT WALNUT GROVE ROAD; CONSTRUCT INTERCHANGE	FY2035--\$750,000 SBPE (\$750,000 STATE) - ENG	ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
2015-0201	55084	0260-02-042	TXDOT-DALLAS (MIDLOTHIAN)--US 67 FROM US 287 TO BUS 287 Q; RECONSTRUCT AND WIDEN 4 LANE HIGHWAY TO 6 LANE FREEWAY; UPGRADE TO CONTROLLED ACCESS FACILITY	FY2035--\$1,000,000 SBPE (\$1,000,000 STATE) - ENG	ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) NOTE: PROJECT IS BEING REMOVED DUE TO INCONSISTENCY WITH THE MOBILITY 2035-2014 AMENDMENT

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0202	55085	0261-01-040	TXDOT-DALLAS (MIDLOTHIAN) US 67 FROM US 287 Q TO DALLAS COUNTY LINE; RECONSTRUCT AND WIDEN 4 LANE HIGHWAY TO 6 LANE FREEWAY; UPGRADE TO CONTROLLED ACCESS FACILITY	FY2035-\$1,500,000-SBPE (\$1,500,000-STATE)-ENG	ADD PROJECT TO APPENDIX D OF THE 2015-2018-TRANSPORTATION IMPROVEMENT PROGRAM-(TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT-PROGRAM-(STIP) NOTE: PROJECT IS BEING REMOVED DUE TO INCONSISTENCY WITH THE MOBILITY 2035-2014 AMENDMENT
2015-0203	54052	0261-02-068	TXDOT-DALLAS (CEDAR HILL) US 67 FROM FM 1382 TO ELLIS COUNTY LINE; RECONSTRUCT AND WIDEN 4 TO 6 LANE FREEWAY WITH 0 TO 1 REVERSIBLE HOV/MANAGED LANE	FY2035-\$1,000,000-SBPE (\$1,000,000-STATE)-ENG	ADD PROJECT TO APPENDIX D OF THE 2015-2018-TRANSPORTATION IMPROVEMENT PROGRAM-(TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT-PROGRAM-(STIP) NOTE: PROJECT IS BEING REMOVED DUE TO INCONSISTENCY WITH THE MOBILITY 2035-2014 AMENDMENT
2015-0204	54057	0353-02-037	TXDOT-DALLAS (SANGER) SH 114 FROM WEST OF IH 35W TO EAST OF US 377; CONSTRUCT 0 TO 4 LANE RURAL FREEWAY (ROANOKE BY-PASS - WESTERN SECTION)	FY2035-\$1,500,000-SBPE (\$1,500,000-STATE)-ENG	ADD PROJECT TO APPENDIX D OF THE 2015-2018-TRANSPORTATION IMPROVEMENT PROGRAM-(TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT-PROGRAM-(STIP) NOTE: PROJECT IS BEING REMOVED DUE TO INCONSISTENCY WITH THE MOBILITY 2035-2014 AMENDMENT

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
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MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0206	55089	0353-04-095	TXDOT-DALLAS (IRVING)--SH 114 FROM FREEPORT PARKWAY TO ESTERS BLVD; CONSTRUCT WB 0 TO 2 LANE FRONTAGE ROAD AND RAMP MODIFICATIONS	FY2015--\$500,000 SBPE (\$500,000 STATE) - ENG FY2015--\$1,000,000 S102 (\$900,000 FEDERAL AND \$100,000 STATE) - ROW FY2016--\$2,500,000 LOCAL CONTRIBUTION (\$2,500,000 LOCAL) - CON	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
2015-0208	11798.6	0195-03-050	TXDOT-DALLAS (LEWISVILLE)--IH 35E FROM US 77 SOUTH OF DENTON TO IH 35W; RECONSTRUCT EXISTING FACILITY FROM 4 TO 6 MAINLANES AND 2/3 LANE FRONTAGE ROAD EACH SIDE (PHASED IMPLEMENTATION OF IH 35E CORRIDOR)	SEE ATTACHMENT FOR DETAILS	REVISE FUNDING IN ORDER TO ADD U-TURN AT NORTH TEXAS BLVD (SEE ATTACHMENT ON PAGE 38 FOR DETAILS)
2015-0209	11979.1	0000-18-004	NCTCOG--REGIONAL AIR QUALITY INITIATIVES; VARIOUS AQ PROJECTS INCL, SCHOOL BUS REPLACEMENTS/REPOWERS, CLEAN TECHNOLOGY REVOLVING LOAN PROGRAM, BARNETT SHALE ACTIVITIES, SIP STRATEGIES, & DEMO PROJECTS/FEASIBILITY STUDIES (INCL, HEAVY DUTY DIESEL I&M, EMISSIONS & WEIGH-IN-MOTION STUDIES, ETC.)	FY2015--\$2,000,000 TOTAL (\$2,000,000 CMAQ [\$2,000,000 FEDERAL] AND 400,000 TDC [MPO] [400,000 REGIONAL]) - IMPL FY2016--\$3,000,000 TOTAL (\$3,000,000 CMAQ [\$3,000,000 FEDERAL] AND 600,000 TDC [MPO] [600,000 REGIONAL]) - IMPL	CANCEL PROJECT DUE TO FEDERAL HIGHWAY ADMINISTRATION EXCEPTION; PROJECT AND FUNDING WILL BE SPLIT INTO INDIVIDUAL COMPONENTS AND RESUBMITTED TO THE TIP/STIP

NOTES:

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MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0210	11798.4	0196-01-096	TXDOT-DALLAS--IH 35E FROM NORTH END OF LAKE LEWISVILLE BRIDGE TO FM 2181 SOUTH IN CORINTH; RECONSTRUCT 6 LN TO 8 MAINLANES, 2 REVERSIBLE MANAGED/HOV LANES AND 2/3 LANE FRONTAGE ROAD ON EACH SIDE (PHASED IMPLEMENTATION OF IH 35E CORRIDOR)	SEE ATTACHMENT FOR DETAILS	REVISE FUNDING FOR U-TURN TO ACCESS HIGHLAND VILLAGE (SEE ATTACHMENT ON PAGE 39 FOR DETAILS)
2015-0211	11979.4	REQUESTED-0918-00-254	NCTCOG--CLEAN FLEET TECHNOLOGIES PROGRAM; INCLUDING REPLACEMENT/REPOWER/RETROFIT; IDLE-REDUCTION & OTHER EMISSIONS-REDUCTION TECHNOLOGIES; REFUELING INFRASTRUCTURE REGIONAL CLEAN FLEET-TECHNOLOGIES; INCLUDES REPLACEMENT/REPOWER/RETROFIT, IDLE-REDUCTION & OTHER EMISSIONS-REDUCTION TECHNOLOGIES; REFUELING INFRASTRUCTURE, INCENTIVES TO INCREASE USE OF ALTERNATIVE FUELS AND ADVANCED TECHNOLOGY VEHICLES, AND INNOVATIVE FINANCING STRATEGIES	FY2016--\$2,500,000 TOTAL (\$2,500,000 CMAQ [\$2,500,000 FEDERAL] AND 500,000 TDC [MPO] [500,000 REGIONAL]) (\$3,000,000 CMAQ-[\$3,000,000 FEDERAL] AND 600,000 TDC [MPO] [600,000 REGIONAL]) - IMPL	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) NOTE: 500,000 600,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL NOTE: ADDITIONAL CHANGES TO SCOPE MAY BE NECESSARY DUE TO ON-GOING DISCUSSIONS WITH THE FEDERAL HIGHWAY ADMINISTRATION TO DETERMINE ELIGIBILITY
2015-0212	11979.5	REQUESTED-0918-00-255	NCTCOG--HDDV WEIGH IN-MOTION PILOT; TO REDUCE EMISSIONS BY USING TECHNOLOGY TO DETERMINE HDDV COMPLIANCE GIVING TRUCKS ABILITY TO BYPASS WEIGH STATIONS; WILL COORDINATE WITH OTHER AREAS AS APPROPRIATE AND INCLUDE BEFORE/AFTER STUDIES REGIONAL IMPLEMENTATION OF INNOVATIVE EMISSIONS REDUCTION PROJECTS; INCLUDING IDLE-FREE SCHOOL ZONES, AND HDDV WEIGH IN-MOTION AND ENFORCEMENT PILOT	FY2015--\$500,000 TOTAL (\$500,000 CMAQ [\$500,000 FEDERAL] AND 100,000 TDC [MPO] [100,000 REGIONAL]) \$2,000,000 TOTAL- (\$2,000,000 CMAQ [\$2,000,000 FEDERAL] AND 400,000 TDC [MPO] [400,000 REGIONAL]) - IMPL	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) NOTE: 100,000 400,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL NOTE: ADDITIONAL CHANGES TO SCOPE MAY BE NECESSARY DUE TO ON-GOING DISCUSSIONS WITH THE FEDERAL HIGHWAY ADMINISTRATION TO DETERMINE ELIGIBILITY

NOTES:

-ITEMS ADDED SINCE THE DECEMBER 5, 2014 STTC MEETING ARE DESIGNATED IN **BOLD** TYPE

-ITEMS REMOVED SINCE THE DECEMBER 5, 2014 STTC MEETING CONTAIN A STRIKETHROUGH

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0214	53019	0353-05-088	TXDOT-DALLAS (DALLAS)--SL 12 FROM WEST OF MIDWAY TO US 75; INTERSECTION IMPROVEMENTS	FY2014--\$4,600,000 CMAQ (\$3,680,000 FEDERAL AND \$920,000 STATE) - CON	INCREASE CMAQ \$2,000,000 (\$1,600,000 FEDERAL AND \$400,000 STATE) DUE TO HIGHER THAN EXPECTED LOW BID/LETTING AMOUNT FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$6,600,000 CMAQ (\$5,280,000 FEDERAL AND \$1,320,000 STATE) FOR CONSTRUCTION IN FY2014
2015-0215	11972	2374-02-136	TXDOT-DALLAS (MESQUITE AND BALCH SPRINGS)--IH 635 FROM IH 20 TO IH 30; INSTALLATION OF ITS SYSTEM	FY2014--\$3,155,885 TOTAL (\$3,155,885 CMAQ [\$3,155,885 FEDERAL] AND 631,177 TDC [MPO] [631,177 REGIONAL] - IMPL	INCREASE FUNDING BY 1,834,969 TOTAL (\$1,834,969 CMAQ [\$1834,969 [FEDERAL] AND 366,994 TDC [MPO] [366,994 REGIONAL]) DUE TO HIGHER THAN EXPECTED LOW BID/LETTING AMOUNT FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$4,990,854 TOTAL (\$4,990,854 CMAQ [\$4,990,854 FEDERAL] AND 998,171 TDC [MPO] [998,171 REGIONAL]) FOR IMPLEMENTATION IN FY2014 NOTE: 998,171 TDC (MPO) CREDITS UTILIZED IN LIEU OF A STATE MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
2015-0216	11724	3148-01-006	TXDOT-DALLAS (ROCKWALL)--FM 3097 FROM FM 740 TO TUBBS ROAD; RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED	FY2013--\$1,500,000 TOTAL (\$500,000 STP-MM [\$400,000 FEDERAL AND \$100,000 STATE] AND \$1,000,000 SBPE [\$1,000,000 STATE]) - ENG FY2013--\$1,800,000 S102 (\$1,440,000 FEDERAL, \$180,000 STATE, AND \$180,000 LOCAL) - ROW FY2014--\$100,000 S102 (\$80,000 FEDERAL, \$10,000 STATE, AND \$10,000 LOCAL) - UTIL FY2014--\$6,000,000 TOTAL (\$5,100,000 STP-MM [\$4,080,000 FEDERAL AND \$1,020,000 STATE] AND \$900,000 LOCAL CONTRIBUTION [\$900,000 LOCAL]) - CON	REVISE FUNDING DUE TO HIGHER THAN EXPECTED LOW BID/LETTING AMOUNT (SEE ATTACHMENT ON PAGE 40 FOR DETAILS)

NOTES:

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0218	20222	0353-02-062	TXDOT-DALLAS (DENTON COUNTY)--SH 114 FROM EAST OF FM 156 TO WEST OF IH 35W; CONTINUOUS 3 LANE FRONTAGE ROAD (PHASE 1 OF FREEWAY)	FY 2011--\$4,800,000 RTR 121-DE1 (\$2,400,000 REGIONAL AND \$2,400,000 LOCAL) - ROW FY 2011--\$200,000 RTR 121-DE1 (\$200,000 REGIONAL) - UTIL FY 2011--\$20,200,000 RTR 121-DE1 (\$20,200,000 REGIONAL) - CON	INCREASE FUNDING BY \$2,000,000 RTR 121-DE1 (\$2,000,000 REGIONAL) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$22,200,000 RTR 121-DE1 (\$22,200,000 REGIONAL) FOR CONSTRUCTION TO OFFSET CHANGE ORDER FOR SH 114/DOUBLE EAGLE BYPASS WITH NO CHANGE TO FUNDING FOR OTHER PHASES
2015-0220	20221	0353-02-029	TXDOT-DALLAS (DENTON COUNTY)--SH 114 FROM WEST OF COUNTY LINE RD TO WEST OF FM 156; WIDEN A RURAL 2 LANE HIGHWAY TO A 4 LANE DIVIDED HIGHWAY	FY2012--\$330,000 PROP 14 (\$264,000 FEDERAL AND \$66,000 STATE) - ENG FY2012--\$7,519,822 RTR 121-DE1 (\$6,019,822 REGIONAL AND \$1,500,000 LOCAL) - ROW FY2012--\$32,000,000 PROP 12V2 (\$25,600,000 FEDERAL AND \$6,400,000 STATE) - CON	DECREASE BY \$7,519,822 RTR 121-DE1 (\$6,019,822 REGIONAL AND \$1,500,000 LOCAL) AND INCREASE BY \$15,655,600 S102 (\$12,524,480 FEDERAL AND \$3,131,120 STATE) FOR ROW WITH NO CHANGE TO FUNDING FOR OTHER PHASES; RTR FUNDS RETURNED TO DENTON COUNTY RTR ACCOUNT
2015-0221	20015	0353-02-063	TXDOT-DALLAS (DENTON COUNTY/FORT WORTH)--SH 114 AT FM 156; CONSTRUCT INTERCHANGE 2 TO 4 LANES URBAN; GRADE SEPARATION AND ADDITION OF LANES	FY2015--\$1,300,000 SBPE (\$1,300,000 STATE) - ENG FY2015--\$10,000,000 RTR 121-DE1 (\$9,000,000 REGIONAL AND \$1,000,000 LOCAL) - ROW FY2015--\$26,375,814 RTR 121-DE1 (\$24,835,814 REGIONAL AND \$1,540,000 LOCAL) - CON	INCREASE AND REVISE AUTHORIZED FUNDED AMOUNT AS \$2,300,000 TOTAL (\$1,300,000 SBPE [\$1,300,000 STATE] AND \$1,000,000 LOCAL CONTRIBUTION [\$1,000,000 LOCAL]) FOR ENGINEERING IN FY2015, \$10,000,000 S102 (\$10,000,000 STATE) FOR ROW IN FY2015, AND \$33,835,814 RTR 121-DE1 (\$33,835,814 REGIONAL) FOR CONSTRUCTION IN FY2015

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0222	20023	1785-01-028	TXDOT-DALLAS (DENTON COUNTY/BARTONVILLE)--FM 407 FROM FM 1830 TO WEST OF LANTANA TRAIL; WIDEN FROM 2 LANE RURAL TO 4 LANE URBAN	FY2010--\$1,066,666 TOTAL (\$966,666 LOCAL CONTRIBUTION [\$966,666 LOCAL] AND \$100,000 SBPE [\$100,000 STATE]) - ENG FY2010--\$1,636,000 S102 (\$1,472,400 STATE AND \$163,600 LOCAL) - ROW FY2011--\$11,532,064 RTR 121-DE1 (\$11,532,064 REGIONAL) - CON	INCREASE ROW BY \$4,516,518 S102 (\$4,064,866 STATE AND \$451,652 LOCAL) FOR A REVISED AMOUNT OF \$6,152,518 S102 (\$5,537,266 STATE AND \$615,252 LOCAL) FOR ROW, AND DECREASE CONSTRUCTION BY \$2,000,000 RTR 121-DE1 (\$2,000,000 REGIONAL) FOR A REVISED AMOUNT OF \$9,532,064 RTR 121-DE1 (\$9,532,064 REGIONAL) FOR CONSTRUCTION DUE TO COST SAVINGS WITH NO CHANGE TO ENGINEERING PHASE
2015-0225	11531	1567-01-029	TXDOT-DALLAS (LITTLE ELM/DENTON)--FM 720 FROM 0.2 MI WEST OF GARZA LANE (WEST OF LEWISVILLE) TO 0.1 MI WEST OF FM 423; WIDEN EXISTING RURAL 2 LANE ROADWAY TO 4 LANE DIVIDED URBAN HIGHWAY	SEE ATTACHMENT FOR DETAILS	REVISE FUNDING (SEE ATTACHMENT ON PAGE 41 FOR DETAILS)
2015-0228	11718	0281-02-060	TXDOT-DALLAS (COLLIN COUNTY/WYLIE)--SH 78 FROM COLLIN COUNTY LINE TO SPRING CREEK PARKWAY; WIDEN FROM 4 LANE TO 6 LANE DIVIDED	FY2009--\$500,000 RTR 121-CC2 (\$500,000 REGIONAL) - ENG FY2009--\$10,922,265 TOTAL (\$6,450,169 RTR 121-CC1 [\$5,084,600 REGIONAL AND \$1,365,569 LOCAL], \$4,000,000 STP-MM [\$3,200,000 FEDERAL AND \$800,000 STATE] AND \$472,096 CAT 10 EARMARK [\$377,677 FEDERAL AND \$94,419 STATE]) - CON	REVISE FUNDING DUE TO PROJECT CLOSEOUT (SEE ATTACHMENT ON PAGE 42 FOR DETAILS)

NOTES:

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0230	11798.7	0196-01-056 0196-01-100	TXDOT-DALLAS--IH 35E FROM FM 2181 SOUTH OF CORINTH TO SL 288; RECONSTRUCT 4 LANES TO 6 MAINLANES AND 2/3 LANE CONTINUOUS FRONTAGE ROAD ON EACH SIDE FROM SL 288 TO CORINTH PARKWAY; AND FROM CORINTH PARKWAY TO FM 2181, RECONSTRUCT 6 LANES TO 8 MAINLANES AND 2/4 DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROAD ON EACH SIDE, AND ADD 2 REVERSIBLE MANAGED/HOV LANES (PHASED IMPLEMENTATION OF IH 35E CORRIDOR)	SEE ATTACHMENT FOR DETAILS	ADD \$500,000 RTR 121-DE1 (\$500,000 REGIONAL) FOR CONSTRUCTION WITH NO CHANGE TO FUNDING FOR OTHER PHASES FOR U-TURN AT HIGHLAND VILLAGE (SEE ATTACHMENT ON PAGE 43 FOR DETAILS)
2015-0232	11957.1	0918-47-117	DALLAS COUNTY--DALLAS COUNTY EMISSIONS ENFORCEMENT PROGRAM	FY2015--\$577,121 RTR 161-DA1 (\$577,121 REGIONAL) - IMPL	INCREASE FUNDING BY \$618,405 RTR 161-DA1 (\$618,405 REGIONAL) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$1,195,526 (\$1,195,526 REGIONAL) FOR IMPLEMENTATION IN FY2015; RTC CONFIRMS PROJECT AS AN RTR AIR QUALITY PROJECT
2015-0234	12538.15 12006.15 12742.15 12003.15	N/A	GRAND CONNECTION--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	CHANGE AGENCY NAME TO CITY OF GRAND PRAIRIE, REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 44 FOR DETAILS) NOTE: 74,557 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

NOTES:

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0235	12650.15	N/A	GRAND CONNECTION--OPERATING ASSISTANCE - OPERATING - FY2015 TRANSIT SECTION 5310; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	FY2015--\$524,000 SECTION 5310 FUNDS (\$262,000 FEDERAL, \$35,675 STATE AND \$226,325 LOCAL)	CHANGE AGENCY NAME TO CITY OF GRAND PRAIRIE AND REVISE FUNDING FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$524,000 SECTION 5310 FUNDS (\$262,000 FEDERAL, \$181,343 STATE, AND \$80,657 LOCAL)
2015-0236	12540.15 12702.15 12013.15 12701.15 12743.15	N/A	MESQUITE TRANSPORTATION FOR THE ELDERLY AND DISABLED--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	CHANGE AGENCY NAME TO CITY OF MESQUITE, REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 45 FOR DETAILS) NOTE: 59,267 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
2015-0237	12652.15 12704.15	N/A	MESQUITE TRANSPORTATION FOR THE ELDERLY AND DISABLED--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5310; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	CHANGE AGENCY NAME TO CITY OF MESQUITE, REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 46 FOR DETAILS)

NOTES:

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0238	12028.15 12415.15 12515.15	N/A	DALLAS AREA RAPID TRANSIT--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	REFINE FY2015 PROGRAM OF PROJECTS (SEE ATTACHMENT ON PAGE 47 FOR DETAILS) NOTE: 9,072,750 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
2015-0240	12471.15	N/A	DALLAS AREA RAPID TRANSIT--RAIL PREVENTIVE MAINTENANCE - CAPITAL - FY2015 TRANSIT SECTION 5337; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	FY2015--\$22,955,573 SECTION 5337 FUNDS (\$18,364,458 FEDERAL AND 4,591,115 LOCAL)	REVISE FUNDING AS \$22,158,528 SECTION 5337 FUNDS (\$18,564,878 FEDERAL AND \$3,593,650 LOCAL) AND 838,055 TDC (MPO) (838,055 REGIONAL) NOTE: 838,055 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
2015-0241	12730.15	N/A	DALLAS AREA RAPID TRANSIT--PURCHASE REPLACEMENT VEHICLES - CAPITAL - FY2015 TRANSIT SECTION 5339; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	FY2015--\$5,274,806 SECTION 5339 FUNDS (\$4,483,585 FEDERAL AND \$791,221 LOCAL)	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0242	12109.12 12552.12 12608.12 12085.12	N/A	TEXOMA AREA PARATRANSIT SYSTEM-- FY2012 FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307; MCKINNEY URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	CLARIFY AGENCY NAME AS TAPS PUBLIC TRANSIT , REFINE FY2012 PROGRAM OF PROJECTS, AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 48 FOR DETAILS)
2015-0243	12542.15	N/A	NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS--SUPPORT URBANIZED AREA TRANSIT SERVICE - CAPITAL - FY2015 TRANSIT SECTION 5307; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	FY2015--\$162,707 SECTION 5307 FUNDS (\$130,165 FEDERAL AND \$32,542 LOCAL)	DELETE PROJECT FROM THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
2015-0244	12512.15 12552.15 12762.15 12608.15 12761.15 12763.15 12109.15	N/A	TAPS PUBLIC TRANSIT--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307; MCKINNEY URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 49 FOR DETAILS) NOTE: 159,998 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
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MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0245	12545.15 12375.15 12372.15 12625.15 12712.15 12713.15 12755.15 12711.15	N/A	SPECIAL PROGRAMS FOR AGING NEEDS-- FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307; DALLAS-FORT WORTH- ARLINGTON URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 50 FOR DETAILS) NOTE: 133,160 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
2015-0246	12509.15 12627.15 12484.15 12483.15 12764.15 12717.15 12241.15 12756.15 12741.15	N/A	STAR TRANSIT--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307; DALLAS- FORT WORTH-ARLINGTON URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 51 FOR DETAILS) NOTE: 204,132 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
2015-0247	12511.15 12346.15 12663.15 12662.15 12759.15 12758.15 12307.15 12670.15 12672.15 12757.15 12760.15	N/A	TAPS PUBLIC TRANSIT--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307; DALLAS- FORT WORTH-ARLINGTON URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 52 FOR DETAILS) NOTE: 497,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0248	12104.15 12535.15 12356.15 12534.15 12465.15 12354.15	N/A	DENTON COUNTY TRANSPORTATION AUTHORITY--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307; DENTON-LEWISVILLE URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	REFINE FY2015 PROGRAM OF PROJECTS (SEE ATTACHMENT ON PAGE 53 FOR DETAILS)
2015-0250	12697.15	N/A	NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS--SUPPORT URBANIZED AREA TRANSIT SERVICE - FY2015 TRANSIT SECTION 5339; DENTON-LEWISVILLE URBANIZED AREA	FY2015--\$544,657 SECTION 5339 FUNDS (\$435,725 FEDERAL AND \$108,932 LOCAL)	DELETE PROJECT FROM THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
2015-0251	12045.15 12751.15 12767.15	N/A	FORT WORTH TRANSPORTATION AUTHORITY--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5309; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	ADD PROJECTS PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 54 FOR DETAILS) NOTE: 180,992 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0252	12649.15	N/A	FORT WORTH TRANSPORTATION AUTHORITY--PURCHASE OF SERVICE - CAPITAL - FY2015 TRANSIT SECTION 5310; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	FY2015--\$200,000 SECTION 5310 FUNDS (\$200,000 FEDERAL AND 40,000 TDC [MPO] [40,000 REGIONAL])	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) NOTE: 40,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
2015-0254	12728.15	N/A	FORT WORTH TRANSPORTATION AUTHORITY--PURCHASE REPLACEMENT VEHICLES - CAPITAL - FY2015 TRANSIT SECTION 5339; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	FY2015--\$1,576,824 SECTION 5339 FUNDS (\$1,340,300 FEDERAL AND \$236,524 LOCAL)	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
2015-0255	12539.15 12153.15 12036.15 12079.15 12037.15	N/A	HANDITRAN--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	CHANGE AGENCY NAME TO CITY OF ARLINGTON, REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 55 FOR DETAILS) NOTE: 678,881 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

NOTES:

- ITEMS ADDED SINCE THE DECEMBER 5, 2014 STTC MEETING ARE DESIGNATED IN **BOLD** TYPE
- ITEMS REMOVED SINCE THE DECEMBER 5, 2014 STTC MEETING CONTAIN A STRIKETHROUGH

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0256	12541.15 12206.15 12575.15	N/A	NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 56 FOR DETAILS) NOTE: 144,803 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
2015-0257	12644.15 12678.15 12752.15 12765.15	N/A	NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5310; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 57 FOR DETAILS) NOTE: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
2015-0258	12510.15 12628.15 12749.15 12747.15 12748.15 12750.15	N/A	CITY/COUNTY TRANSPORTATION--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 58 FOR DETAILS) NOTE: 69,500 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

NOTES:

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- ITEMS REMOVED SINCE THE DECEMBER 5, 2014 STTC MEETING CONTAIN A STRIKETHROUGH

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0259	12698.15 12735.15 12736.15	N/A	NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5339; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 59 FOR DETAILS) NOTE: 72,574 60,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
2015-0260	12543.15 12600.15	N/A	NORTHEAST TRANSPORTATION SERVICES--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 60 FOR DETAILS) NOTE: 64,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
2015-0261	12653.15	N/A	NORTHEAST TRANSPORTATION SERVICES--PURCHASE OF SERVICE - CAPITAL - FY 2015 TRANSIT SECTION 5310; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	FY2015--\$520,000 SECTION 5310 FUNDS (\$416,000 FEDERAL AND \$104,000 LOCAL)	DECREASE LOCAL SHARE BY \$104,000 (\$104,000 LOCAL) AND ADD 83,200 TDC (MPO) (83,200 REGIONAL) FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$416,000 SECTION 5310 FUNDS (\$416,000 FEDERAL AND 83,200 TDC [MPO] [83,200 REGIONAL]) NOTE: 83,200 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

NOTES:

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0262	12544.15 12247.15 12766.15 12244.15 12567.15 12664.15	N/A	PUBLIC TRANSIT SERVICES--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 61 FOR DETAILS) NOTE: 65,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
2015-0263	12033.15 12034.15 12390.15 12549.15 12732.15 12731.15	N/A	FORT WORTH TRANSPORTATION AUTHORITY--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307; DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA	SEE ATTACHMENT FOR DETAILS	REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (SEE ATTACHMENT ON PAGE 62 FOR DETAILS)
2015-0264	52229	0009-12-072	TXDOT-DALLAS (ROCKWALL)--IH 30 AT FM 3549; RECONSTRUCT INTERCHANGE AT FM 3549 INCLUDING 2/3 LANE FRONTAGE RDS AND RAMP CONSTRUCTION	FY2015--\$1,179,085 LOCAL CONTRIBUTION (\$1,179,085 LOCAL) - PE FY2015--\$2,000,000 LOCAL CONTRIBUTION (\$2,000,000 LOCAL) - ROW FY2015--\$2,000,000 LOCAL CONTRIBUTION (\$2,000,000 LOCAL) - UTIL FY2015--\$27,067,546 LOCAL CONTRIBUTION (\$27,067,546 LOCAL) - CON	INCREASE FUNDING BY \$8,500,000 LOCAL CONTRIBUTION FOR CONSTRUCTION FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$35,567,546 LOCAL CONTRIBUTION (\$35,567,546 LOCAL) WITH NO CHANGE TO OTHER PHASES; INCREASED LOCAL CONTRIBUTION OFFSET BY A DECREASE ON TIP 11714/ CSJ 0009-12-074 AND TIP 20189/CSJ 0009-12-073

NOTES:

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0266	11979.6	REQUESTED	NCTCOG--ALTERNATIVE FUEL VEHICLE DEPLOYMENT INITIATIVES; INCLUDING INCENTIVES TO INCREASE THE USE OF ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY VEHICLES	FY2015--\$500,000 TOTAL (\$500,000 CMAQ [\$500,000 FEDERAL] AND 100,000 TDC [MPO] [100,000 REGIONAL]) - IMPL	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) NOTE: 100,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL NOTE: ADDITIONAL CHANGES TO SCOPE MAY BE NECESSARY DUE TO ON-GOING DISCUSSIONS WITH THE FEDERAL HIGHWAY ADMINISTRATION TO DETERMINE ELIGIBILITY
2015-0267	11979.7	REQUESTED	NCTCOG--IDLE-FREE SCHOOL ZONES INCLUDING DEVELOPMENT AND PROMOTION OF EDUCATIONAL STRATEGIES TO REDUCE IDLING FROM STUDENTS/PARENTS AND BUSES DURING DROP OFF/PICK UP TIMES; INCLUDING BEFORE/AFTER STUDIES UTILIZING REMOTE SENSING TECHNOLOGY	FY2015--\$500,000 TOTAL (\$500,000 CMAQ [\$500,000 FEDERAL] AND 100,000 TDC [MPO] [100,000 REGIONAL]) - IMPL	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) NOTE: 100,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL NOTE: ADDITIONAL CHANGES TO SCOPE MAY BE NECESSARY DUE TO ON-GOING DISCUSSIONS WITH THE FEDERAL HIGHWAY ADMINISTRATION TO DETERMINE ELIGIBILITY
2015-0268	11979.8	0172-06-905	NCTCOG--EARLY OBD-II DUAL TESTING DEMONSTRATION TO BE CONSIDERED FOR IMPLEMENTATION POSSIBLY UTILIZING REMOTE SENSING TECHNOLOGY TO ENSURE EFFECTIVENESS OF FEDERALLY-MANDATED INSPECTION & MAINTENANCE PROGRAM	FY2015--\$500,000 TOTAL (\$500,000 CMAQ [\$500,000 FEDERAL] AND 100,000 TDC [MPO] [100,000 REGIONAL]) - IMPL	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) NOTE: 100,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL NOTE: ADDITIONAL CHANGES TO SCOPE MAY BE NECESSARY DUE TO ON-GOING DISCUSSIONS WITH THE FEDERAL HIGHWAY ADMINISTRATION TO DETERMINE ELIGIBILITY

NOTES:

- ITEMS ADDED SINCE THE DECEMBER 5, 2014 STTC MEETING ARE DESIGNATED IN **BOLD** TYPE
- ITEMS REMOVED SINCE THE DECEMBER 5, 2014 STTC MEETING CONTAIN A STRIKETHROUGH

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
FEBRUARY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0269	11979.9	REQUESTED	NCTCOG--HDDV EMISSIONS DETECTION ASSOCIATED WITH IN-REGION VMT TO ADDRESS INCREASED EMISSIONS AS THESE VEHICLES ROUTINELY EXPERIENCE SLOWER SPEEDS AND STOP & GO TRAFFIC; MAY INCLUDE REMOTE SENSING TECHNOLOGIES TO DETERMINE GROSS-EMITTERS FOR FUTURE COMPLIANCE PROTOCOLS	FY2016--\$500,000 TOTAL (\$500,000 CMAQ [\$500,000 FEDERAL] AND 100,000 TDC [MPO] [100,000 REGIONAL]) - IMPL	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) NOTE: 100,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL NOTE: ADDITIONAL CHANGES TO SCOPE MAY BE NECESSARY DUE TO ON-GOING DISCUSSIONS WITH THE FEDERAL HIGHWAY ADMINISTRATION TO DETERMINE ELIGIBILITY

NOTES:

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PROJECT DETAILS FOR MODIFICATION 2015-0156

HALTOM CITY--US 377 AT EAST BELKNAP STREET; REDESIGN INTERSECTION TO STANDARD 4-WAY, SIGNALIZED INTERSECTION; INTERSECTION IMPROVEMENTS

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	CMAQ		SBPE STATE	TOTAL	
		FEDERAL	LOCAL			
2011	PE	\$216,000	\$54,000	\$0	\$270,000	OBLIGATED
2013	PE	\$54,000	\$13,500	\$0	\$67,500	OBLIGATED
2014	PE	\$42,496	\$10,624	\$0	\$53,120	OBLIGATED
2014	ROW	\$109,424	\$27,356	\$0	\$136,780	OBLIGATED
2014	UTIL	\$280,000	\$70,000	\$0	\$350,000	OBLIGATED
2014	CON	\$3,034,702	\$758,675	\$0	\$3,793,377	
2014	CE	\$0	\$0	\$321,872	\$321,872	
		\$3,736,622	\$934,155	\$321,872	\$4,992,649	

REVISION REQUESTED: REVISE FUNDING FOR CONSISTENCY WITH LOW BID AMOUNT

FISCAL YEAR	PHASE	CMAQ		SBPE STATE	TOTAL	
		FEDERAL	LOCAL			
2011	PE	\$216,000	\$54,000	\$0	\$270,000	OBLIGATED
2013	PE	\$54,000	\$13,500	\$0	\$67,500	OBLIGATED
2014	PE	\$72,536	\$18,134	\$0	\$90,670	OBLIGATED
2014	ROW	\$109,424	\$27,356	\$0	\$136,780	OBLIGATED
2014	UTIL	\$280,000	\$70,000	\$0	\$350,000	OBLIGATED
2014	CON	\$3,389,175	\$847,294	\$0	\$4,236,469	
2014	CE	\$0	\$0	\$321,872	\$321,872	
		\$4,121,135	\$1,030,284	\$321,872	\$5,473,291	

PROJECT DETAILS FOR MODIFICATION 2015-0160

NCTCOG--M&O-REGIONAL COMMUNICATION SYSTEM/INTERAGENCY COMMUNICATION, NETWORK & SOFTWARE (EASTERN SUBREGION), PHASE III; FREEWAY INCIDENT MANAGEMENT PROGRAM, ITS PROJECT

CURRENTLY APPROVED:

FISCAL YEAR	CSJ	PHASE	CMAQ		TDC (MPO)		TOTAL	
			FEDERAL	LOCAL	REGIONAL	RTC/LOCAL		
2011	0918-00-175	IMPL	\$500,000	\$125,000	0	\$0	\$625,000	[OBLIGATED]
2012	0918-00-189	IMPL	\$1,000,000	\$250,000	0	\$0	\$1,250,000	[OBLIGATED]
2013	0918-00-230	IMPL	\$1,000,000	\$0	200,000	\$0	\$1,000,000	[OBLIGATED]
2014	0918-00-231	IMPL	\$1,907,999	\$102,000	300,000	\$0	\$2,009,999	
			\$4,407,999	\$477,000	500,000	\$0	\$4,884,999	

REVISION REQUESTED: REVISE FUNDING AND ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

FISCAL YEAR	CSJ	PHASE	CMAQ		TDC (MPO)		TOTAL	
			FEDERAL	LOCAL	REGIONAL	RTC/LOCAL		
2011	0918-00-175	IMPL	\$500,000	\$0	0	\$125,000	\$625,000	[OBLIGATED]
2012	0918-00-189	IMPL	\$1,000,000	\$0	0	\$250,000	\$1,250,000	[OBLIGATED]
2013	0918-00-230	IMPL	\$1,000,000	\$0	200,000	\$0	\$1,000,000	[OBLIGATED]
2014	0918-00-231	IMPL	\$0	\$0	0	\$0	\$0	
2015	0918-00-231	IMPL	\$1,500,000	\$0	300,000	\$0	\$1,500,000	
2018	REQUESTED	IMPL	\$407,999	\$0	81,600	\$0	\$407,999	
			\$4,407,999	\$0	581,600	\$375,000	\$4,782,999	

NOTE: 581,600 TDC (MPO) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

PROJECT DETAILS FOR MODIFICATION 2015-0161

FLOWER MOUND--GERAULT/MORRISS FROM FM 2499 TO FM 407; WIDEN AND RECONSTRUCT 4 TO 6 LANE DIVIDED URBAN ARTERIAL; ADDITION OF LANES

CURRENTLY FUNDING:

FISCAL YEAR	PHASE	RTR 121-DE1 FUNDS		LOCAL CONTRIBUTION	TOTAL
		REGIONAL	LOCAL		
2009	PE	\$1,040,000	\$260,000	\$0	\$1,300,000
2009	ROW	\$320,000	\$80,000	\$0	\$400,000
2010	CON	\$9,411,697	\$2,352,924	\$0	\$11,764,621
2011	CON	\$2,540,000	\$635,000	\$0	\$3,175,000
2012	ROW	\$855,024	\$213,756	\$0	\$1,068,780
2018	CON	\$511,462	\$127,866	\$4,000,000	\$4,639,328
		\$14,678,183	\$3,669,546	\$4,000,000	\$22,347,729

REVISION REQUEST: REVISE SCOPE AS WIDEN AND RECONSTRUCT 4 TO 6 LANE DIVIDED URBAN ARTERIAL WITH TRAFFIC SIGNAL AND DRAINAGE IMPROVEMENT WEST OF FM 2499/GERAULT ROAD INTERSECTION; REVISE FUNDING

FISCAL YEAR	PHASE	RTR 121-DE1 FUNDS		LOCAL CONTRIBUTION	TOTAL
		REGIONAL	LOCAL		
2009	PE	\$1,040,000	\$260,000	\$0	\$1,300,000
2009	ROW	\$320,000	\$80,000	\$0	\$400,000
2010	CON	\$9,411,697	\$2,352,924	\$0	\$11,764,621
2011	ROW	\$855,024	\$213,756	\$0	\$1,068,780
2011	CON	\$2,540,000	\$635,000	\$0	\$3,175,000
2012	ENG	\$398,994	\$99,749	\$0	\$498,743
2012	CON	\$112,468	\$28,117	\$3,550,000	\$3,690,585
2015	ENG	\$500,000	\$125,000	\$0	\$625,000
2018	CON	\$6,500,000	\$1,625,000	\$0	\$8,125,000
		\$21,678,183	\$5,419,546	\$3,550,000	\$30,647,729

PROJECT DETAILS FOR MODIFICATION 2015-0162

PLANO--SH 289 AT INTERSECTION OF PLANO PARKWAY; INTERSECTION IMPROVEMENT INCLUDING RIGHT AND LEFT TURN LANES; U-TURNS, AND SIGNAL MODS ON ALL APPROACHES

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	STP-MM			CMAQ			TOTAL
		FEDERAL	STATE	LOCAL	FEDERAL	STATE	LOCAL	
2010	ENG	\$85,847	\$10,731	\$10,731	\$0	\$0	\$0	\$107,309
2016	CON	\$1,514,153	\$189,269	\$189,269	\$0	\$0	\$0	\$1,892,691
		\$1,600,000	\$200,000	\$200,000	\$0	\$0	\$0	\$2,000,000

REVISION REQUESTED: REVISE SCOPE AS INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED; REVISE FUNDING

FISCAL YEAR	PHASE	STP-MM			CMAQ			TOTAL
		FEDERAL	STATE	LOCAL	FEDERAL	STATE	LOCAL	
2015	ENG	\$400,000	\$50,000	\$50,000	\$0	\$0	\$0	\$500,000
2017	CON	\$1,200,000	\$150,000	\$150,000	\$1,280,000	\$160,000	\$160,000	\$3,100,000
		\$1,600,000	\$200,000	\$200,000	\$1,280,000	\$160,000	\$160,000	\$3,600,000

PROJECT DETAILS FOR MODIFICATION 2015-0189

TXDOT-DALLAS (DALLAS)--SH 183 FROM WEST OF SH 161 TO 0.66 MILES WEST OF LOOP 12; RECONSTRUCT 6 TO 6 MAINLANES, ADD 2 CONCURRENT HOV/MANAGED LANES, AND 4/6 LANE FRONTAGE ROADS (PHASED IMPLEMENTATION/CONSTRUCTION OF SH 183 CORRIDOR)

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	CATEGORY 2M		S102*		RTR 121-DA1	CAT 12		PROP 14 (STATE)	CAT 10 - EARMARK		STP-MM		TOTAL
		FEDERAL	STATE	FEDERAL	STATE		FEDERAL	STATE		FEDERAL	STATE	FEDERAL	STATE	
2015	PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,148,000	\$0	\$0	\$0	\$0	\$1,148,000
2015	ROW/UTIL	\$0	\$0	\$44,800,000	\$11,200,000	\$9,595,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,595,000
2015	CON	\$34,800,000	\$8,700,000	\$0	\$0	\$0	\$174,927,339	\$43,731,835	\$0	\$1,602,360	\$400,590	\$420,000	\$105,000	\$264,687,124
		\$34,800,000	\$8,700,000	\$44,800,000	\$11,200,000	\$9,595,000	\$174,927,339	\$43,731,835	\$1,148,000	\$1,602,360	\$400,590	\$420,000	\$105,000	\$331,430,124

REVISION REQUESTED: REVISE FUNDING: REDUCED RTR FUNDS TRANSFERRED TO TIP 11978/CSJ 0000-18-003 AND DALLAS COUNTY RTR POOL

FISCAL YEAR	PHASE	CATEGORY 2M		S102*		RTR 121-DA1	CAT 12		PROP 14 (STATE)	CAT 10 - EARMARK		STP-MM		TOTAL
		FEDERAL	STATE	FEDERAL	STATE		FEDERAL	STATE		FEDERAL	STATE	FEDERAL	STATE	
2015	PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,148,000	\$0	\$0	\$0	\$0	\$1,148,000
2015	ROW/UTIL	\$0	\$0	\$52,476,000	\$13,119,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,595,000
2015	CON	\$34,800,000	\$8,700,000	\$0	\$0	\$0	\$174,927,339	\$43,731,835	\$0	\$1,602,360	\$400,590	\$420,000	\$105,000	\$264,687,124
		\$34,800,000	\$8,700,000	\$52,476,000	\$13,119,000	\$0	\$174,927,339	\$43,731,835	\$1,148,000	\$1,602,360	\$400,590	\$420,000	\$105,000	\$331,430,124

*INCLUDES \$56,000,000 FROM THE TXDOT \$2 BILLION FUNDING INITIATIVE: \$4,000,000 CAT 7 FEDERAL, \$2,926,400 CAT 12 FEDERAL, \$37,873,600 CAT 12 TMA FEDERAL, & \$11,200,000 CAT 3 PROP 14 MATCH. THESE FUNDS HAVE ALL BEEN TRANSFERRED TO THE S102 BUDGET; BALANCE OF S102 FUNDS ARE REGULAR TXDOT ROW FUNDS

*\$20,000,000 TOTAL (\$16,000,000 FEDERAL AND \$4,000,000 STATE) [CAT 12] LOANED TEMPORARILY TO IH 35W PROJECT (TIP 54102/CSJ 0014-16-179)

PROJECT DETAILS FOR MODIFICATION 2015-0190

TXDOT-DALLAS (DALLAS)--SH 183 FROM WEST END OF ELM FORK TRINITY RIVER BRIDGE TO IH 35E WITH A 1,600' OPERATIONAL TRANSITION; RECONSTRUCT 6 TO 6 GENERAL PURPOSE LANES, 0 TO 2 CONCURRENT HOV/MANAGED LANES AND 4/6 LANE DISCONTINUOUS TO 4/8 LANE DISCONTINUOUS FRONTAGE ROADS AND OPERATIONAL IMPROVEMENTS (PHASE 1)

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	SBPE	S102		CAT 2M		CAT 12		RTR 121-DA2	PROP 14	TOTAL
		STATE	FEDERAL	STATE	FEDERAL	STATE	FEDERAL	PROP 14 (STATE)			
2014	PE	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
2014	ROW	\$0	\$11,968,000	\$2,992,000	\$0	\$0	\$0	\$0	\$0	\$5,120,000	\$20,080,000
2015	CON	\$0	\$0	\$0	\$15,152,000	\$3,788,000	\$16,048,380	\$4,012,095	\$5,120,000	\$0	\$44,120,475
		\$1,000,000	\$11,968,000	\$2,992,000	\$15,152,000	\$3,788,000	\$16,048,380	\$4,012,095	\$5,120,000	\$5,120,000	\$65,200,475

REVISION REQUESTED: REVISE SCOPE AND LIMITS AS SH 183 FROM WEST END OF ELM FORK TRINITY RIVER TO IH35E--;FRM W END OF ELM FORK TRINITY RIVER BRIDGE TO EMPIRE CENTRAL DR: RECON 6 TO 8 GP LNS, 0 TO 2 HOV/MNGD-C & 4/6 LN FRTG-D TO 4/6 LN FRTG-D; FRM EMPIRE CENTRAL DR TO IH 35E: RECON 6 TO 6 GP LNS, 0 TO 2 LN HOV/MNGD-C & 4/6 LN FRTG-C TO 4/6 LN FRTG-C (PHASE 1); REVISE FUNDING; DECREASED RTR FUNDS RETURNED TO DALLAS COUNTY RTR POOL (SEE ATTACHMENT FOR DETAILS); REVISE FUNDING; DECREASED RTR FUNDS RETURNED TO DALLAS COUNTY RTR POOL

FISCAL YEAR	PHASE	SBPE	S102		CAT 2M		CAT 12		RTR 121-DA2	PROP 14	TOTAL
		STATE	FEDERAL	STATE	FEDERAL	STATE	FEDERAL	PROP 14 (STATE)			
2014	PE	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
2014	ROW	\$0	\$11,968,000	\$2,992,000	\$0	\$0	\$0	\$0	\$0	\$5,120,000	\$20,080,000
2015	CON	\$0	\$0	\$0	\$15,152,000	\$3,788,000	\$16,048,380	\$4,012,095	\$0	\$0	\$39,000,475
		\$1,000,000	\$11,968,000	\$2,992,000	\$15,152,000	\$3,788,000	\$16,048,380	\$4,012,095	\$0	\$5,120,000	\$60,080,475

PROJECT DETAILS FOR MODIFICATION 2015-0192

TXDOT-DALLAS (DALLAS)--IH 635 FROM WEBB CHAPEL TO WEST OF US 75 (MERIT DRIVE); IMPROVE FREEWAY - PHASE 1; ADD MANAGED LANES IN TUNNEL (8 MAIN LANES TOTAL WITH 6 MANAGED LANES (3 IN EACH DIRECTION)); HOV

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	RTR 121-DA1 (REGIONAL)	RTR 161-DA1 (REGIONAL)	RTR 121-DA2 (REGIONAL)	CAT 2M		CMAQ		STP-MM		CAT 12		CAT 10 - CONGRESSIONAL EARMARK	LOCAL CONTRIBUTION	TOLL BONDS (LOCAL)	TOTAL
					FEDERAL	STATE	FEDERAL	STATE	FEDERAL	STATE	FEDERAL	STATE				
2010	ROW	\$3,363,456	\$0	\$28,636,544	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000,000
2010	CON	\$75,000,000	\$0	\$0	\$140,886,400	\$35,221,600	\$50,000,000	\$12,500,000	\$2,495,822	\$623,956	\$13,200,000	\$3,300,000	\$13,772,212	\$981,105,976	\$73,000,000	\$1,401,105,966
		\$78,363,456	\$0	\$28,636,544	\$140,886,400	\$35,221,600	\$50,000,000	\$12,500,000	\$2,495,822	\$623,956	\$13,200,000	\$3,300,000	\$13,772,212	\$981,105,976	\$73,000,000	\$1,433,105,966

REVISION REQUESTED: DECREASE RTR 121-DA1 FUNDS BY \$75,000,000; \$15,000,000 RTR 121-DA1 FUNDS OFFSET INCREASE IN TIP 53123/CSJ 0196-03-138 PROCESSED IN NOVEMBER 2014 TIP MODIFICATION CYCLE AND \$60,000,000 DECREASED RTR 121-DA1 FUNDS RETURNED TO DALLAS COUNTY RTR POOL

FISCAL YEAR	PHASE	RTR 121-DA1 (REGIONAL)	RTR 161-DA1 (REGIONAL)	RTR 121-DA2 (REGIONAL)	CAT 2M		CMAQ		STP-MM		CAT 12		CAT 10 - CONGRESSIONAL EARMARK	LOCAL CONTRIBUTION	TOLL BONDS (LOCAL)	TOTAL
					FEDERAL	STATE	FEDERAL	STATE	FEDERAL	STATE	FEDERAL	STATE				
2010	ROW	\$3,363,456	\$0	\$28,636,544	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000,000
2010	CON	\$0	\$0	\$0	\$140,886,400	\$35,221,600	\$50,000,000	\$12,500,000	\$2,495,822	\$623,956	\$13,200,000	\$3,300,000	\$13,772,212	\$981,105,976	\$73,000,000	\$1,326,105,966
		\$3,363,456	\$0	\$28,636,544	\$140,886,400	\$35,221,600	\$50,000,000	\$12,500,000	\$2,495,822	\$623,956	\$13,200,000	\$3,300,000	\$13,772,212	\$981,105,976	\$73,000,000	\$1,358,105,966

PROJECT DETAILS FOR MODIFICATION 2015-0193

TXDOT-DALLAS (DENTON COUNTY)--FM 544 FROM FM 2281 (DENTON DRIVE) TO 0.17 MILES WEST OF JOSEY LANE; RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 6 LANE DIVIDED URBAN FACILITY

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	STP-MM		RTR 121-DE1		LOCAL CONTRIBUTION	TOTAL
		FEDERAL	STATE	REGIONAL	LOCAL		
2013	ENG	\$0	\$0	\$0	\$0	\$2,384,845	\$2,384,845
2013	ROW	\$0	\$0	\$13,050,000	\$1,450,000	\$0	\$14,500,000
2014	CON	\$2,194,979	\$548,745	\$18,393,517	\$0	\$3,417,235	\$24,554,476
		\$2,194,979	\$548,745	\$31,443,517	\$1,450,000	\$5,802,080	\$41,439,321

REVISION REQUESTED: REVISE FUNDING AND ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

FISCAL YEAR	PHASE	STP-MM		RTR 121-DE1		LOCAL CONTRIBUTION	TOTAL
		FEDERAL	STATE	REGIONAL	LOCAL		
2013	ENG	\$0	\$0	\$0	\$0	\$5,802,080	\$5,802,080
2013	ROW	\$0	\$0	\$13,050,000	\$1,450,000	\$0	\$14,500,000
2015	CON	\$3,200,000	\$800,000	\$19,137,241	\$0	\$0	\$23,137,241
		\$3,200,000	\$800,000	\$32,187,241	\$1,450,000	\$5,802,080	\$43,439,321

SIGNIFICANT SAVINGS ARE ANTICIPATED ON ROW COSTS DUE TO NEGOTIATIONS WITH PROPERTY OWNER

PROJECT DETAILS FOR MODIFICATION 2015-0194

ROCKWALL COUNTY (ROYSE CITY)--IH 30 AT ERBY CAMPBELL; CONSTRUCT INTERCHANGE AT ERBY CAMPBELL BLVD; INTERCHANGE

CURRENTLY APPROVED

FISCAL YEAR	PHASE	SBPE (STATE)	S102 (STATE)	STP-MM		DFW RTR 121-RC1 (REGIONAL)	DFW RTR 161-RC2 (REGIONAL)	CAT 11 DISTRICT DISCRETIONARY		CAT 12 (425)		LOCAL CONTRIBUTION	TOTAL
				FEDERAL	STATE			FEDERAL	STATE	FEDERAL	STATE		
2012	PE	\$1,510,276	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,510,276
2012	ROW	\$0	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
2013	CON	\$0	\$0	\$5,000,000	\$1,250,000	\$1,430,000	\$639,342	\$2,430,000	\$270,000	\$4,563,000	\$507,000	\$4,500,000	\$20,589,342
		\$1,510,276	\$1,400,000	\$5,000,000	\$1,250,000	\$1,430,000	\$639,342	\$2,430,000	\$270,000	\$4,563,000	\$507,000	\$4,500,000	\$23,499,618

REQUEST: REVISE FUNDING; INCREASED RTR 121-RC1 FUNDS OFFSET BY A DECREASE ON TIP 20189/CSJ 0009-12-073 AND DECREASE IN LOCAL CONTRIBUTION OFFSET BY AN INCREASE ON TIP 52229/CSJ 0009-12-208

FISCAL YEAR	PHASE	SBPE (STATE)	S102 (STATE)	STP-MM		DFW RTR 121-RC1 (REGIONAL)	DFW RTR 161-RC2 (REGIONAL)	CAT 11 DISTRICT DISCRETIONARY		CAT 12 (425)		LOCAL CONTRIBUTION	TOTAL
				FEDERAL	STATE			FEDERAL	STATE	FEDERAL	STATE		
2012	PE	\$1,510,276	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,510,276
2012	ROW	\$0	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
2013	CON	\$0	\$0	\$5,000,000	\$1,250,000	\$3,430,000	\$639,342	\$2,430,000	\$270,000	\$6,056,000	\$1,514,000	\$0	\$20,589,342
		\$1,510,276	\$1,400,000	\$5,000,000	\$1,250,000	\$3,430,000	\$639,342	\$2,430,000	\$270,000	\$6,056,000	\$1,514,000	\$0	\$23,499,618

PROJECT DETAILS FOR MODIFICATION 2015-0208

TXDOT-DALLAS (LEWISVILLE)--IH 35E FROM US 77 SOUTH OF DENTON TO IH 35W; RECONSTRUCT EXISTING FACILITY FROM 4 TO 6 MAINLANES AND 2/3 LANE FRONTAGE ROAD EACH SIDE (PHASED IMPLEMENTATION OF IH 35E CORRIDOR)

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	RTR 121-DE1 (REGIONAL)	RTR 121-DE2 (REGIONAL)	RTR 161-DA1 (REGIONAL)	\$2B TXDOT FUNDING INITIATIVE		LOCAL CONTRIBUTION	TOTAL
					CAT 12 (FEDERAL)	PROP 14 (STATE)		
2013	ENG	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$3,500,000
2013	ROW	\$29,000,000	\$2,294,074	\$6,305,926	\$0	\$0	\$0	\$37,600,000
2013	CON	\$0	\$0	\$0	\$15,680,000	\$3,920,000	\$0	\$19,600,000
		\$29,000,000	\$2,294,074	\$6,305,926	\$15,680,000	\$7,420,000	\$0	\$60,700,000

REVISION REQUEST: REVISE FUNDING IN ORDER TO ADD U-TURN AT NORTH TEXAS BLVD

FISCAL YEAR	PHASE	RTR 121-DE1 (REGIONAL)	RTR 121-DE2 (REGIONAL)	RTR 161-DA1 (REGIONAL)	\$2B TXDOT FUNDING INITIATIVE		LOCAL CONTRIBUTION	TOTAL
					CAT 12 (FEDERAL)	PROP 14 (STATE)		
2013	ENG	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$3,500,000
2013	ROW	\$29,000,000	\$2,294,074	\$6,305,926	\$0	\$0	\$0	\$37,600,000
2013	CON	\$2,000,000	\$0	\$0	\$15,480,000	\$3,870,000	\$250,000	\$21,600,000
		\$31,000,000	\$2,294,074	\$6,305,926	\$15,480,000	\$7,370,000	\$250,000	\$62,700,000

PROJECT DETAILS FOR MODIFICATION 2015-0210

TXDOT-DALLAS--IH 35E FROM NORTH END OF LAKE LEWISVILLE BRIDGE TO NORTH OF FM 2181 SOUTH IN CORINTH; RECONSTRUCT 6 LN TO 8 MAINLANES, 2 REVERSIBLE MANAGED/HOV LANES AND 2/3 LANE FRONTAGE ROAD ON EACH SIDE (PHASED IMPLEMENTATION OF IH 35E CORRIDOR)

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	RTR 121-DE1 (REGIONAL)	RTR 121-DE2 (REGIONAL)	PROP 12 V2 (STATE)*	CMAQ*		CAT 12 (FEDERAL)*	TOTAL
					FEDERAL	STATE		
2013	ENG	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$3,500,000
2013	ROW	\$32,100,000	\$19,378,976	\$0	\$0	\$0	\$0	\$51,478,976
2013	CON	\$0	\$0	\$6,500,000	\$7,200,000	\$1,800,000	\$26,000,000	\$41,500,000
		\$35,600,000	\$19,378,976	\$6,500,000	\$7,200,000	\$1,800,000	\$26,000,000	\$96,478,976

REVISION REQUEST: REVISE FUNDING

FISCAL YEAR	PHASE	RTR 121-DE1 (REGIONAL)	RTR 121-DE2 (REGIONAL)	PROP 12 V2 (STATE)*	CMAQ*		CAT 12 (FEDERAL)*	TOTAL
					FEDERAL	STATE		
2013	ENG	\$2,250,000	\$0	\$0	\$0	\$0	\$0	\$2,250,000
2013	ROW	\$32,100,000	\$19,378,976	\$0	\$0	\$0	\$0	\$51,478,976
2013	CON	\$1,500,000	\$0	\$6,500,000	\$7,200,000	\$1,800,000	\$26,000,000	\$43,000,000
		\$35,850,000	\$19,378,976	\$6,500,000	\$7,200,000	\$1,800,000	\$26,000,000	\$96,728,976

***FUNDS OBLIGATED**

PROJECT DETAILS FOR MODIFICATION 2015-0216

TXDOT-DALLAS (ROCKWALL)--FM 3097 FROM FM 740 TO TUBBS ROAD; RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	SBPE (STATE)	S102			STP-MM		GREEN RIBBON		LOCAL CONTRIBUTION	TOTAL
			FEDERAL	STATE	LOCAL	FEDERAL	STATE	FEDERAL	STATE		
2013	ENG	\$1,000,000	\$0	\$0	\$0	\$400,000	\$100,000	\$0	\$0	\$0	\$1,500,000
2013	ROW	\$0	\$1,440,000	\$180,000	\$180,000	\$0	\$0	\$0	\$0	\$0	\$1,800,000
2014	UTIL	\$0	\$80,000	\$10,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2014	CON	\$0	\$0	\$0	\$0	\$4,080,000	\$1,020,000	\$0	\$0	\$900,000	\$6,000,000
		\$1,000,000	\$1,520,000	\$190,000	\$190,000	\$4,480,000	\$1,120,000	\$0	\$0	\$900,000	\$9,400,000

REVISION REQUEST: REVISE FUNDING DUE TO HIGHER THAN EXPECTED LOW BID/LETTING AMOUNT

FISCAL YEAR	PHASE	SBPE (STATE)	S102			STP-MM		GREEN RIBBON		LOCAL CONTRIBUTION	TOTAL
			FEDERAL	STATE	LOCAL	FEDERAL	STATE	FEDERAL	STATE		
2013	ENG	\$1,000,000	\$0	\$0	\$0	\$400,000	\$100,000	\$0	\$0	\$0	\$1,500,000
2013	ROW	\$0	\$1,440,000	\$180,000	\$180,000	\$0	\$0	\$0	\$0	\$0	\$1,800,000
2014	UTIL	\$0	\$80,000	\$10,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$100,000
2014	CON	\$0	\$0	\$0	\$0	\$6,669,964	\$1,667,491	\$89,600	\$22,400	\$900,000	\$9,349,455
		\$1,000,000	\$1,520,000	\$190,000	\$190,000	\$7,069,964	\$1,767,491	\$89,600	\$22,400	\$900,000	\$12,749,455

PROJECT DETAILS FOR MODIFICATION 2015-0225

TXDOT-DALLAS (LITTLE ELM/DENTON)--FM 720 FROM 0.2 MI WEST OF GARZA LANE (WEST OF LEWISVILLE) TO 0.1 MI WEST OF FM 423; WIDEN EXISTING RURAL 2 LANE ROADWAY TO 4 LANE DIVIDED URBAN HIGHWAY

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	S102		STP-MM		RTR 121-DE1 (REGIONAL)	LOCAL CONTRIBUTION	TOTAL
		STATE	LOCAL	FEDERAL	STATE			
2009	ENG	\$0	\$0	\$0	\$0	\$300,000	\$11,905,728	\$12,205,728
2009	ROW	\$18,900,000	\$0	\$0	\$0	\$1,000,000	\$1,900,000	\$21,800,000
2009	UTIL	\$0	\$0	\$0	\$0	\$400,000	\$0	\$400,000
2009	CON	\$0	\$0	\$11,000,000	\$2,750,000	\$26,300,000	\$0	\$40,050,000
		\$18,900,000	\$0	\$11,000,000	\$2,750,000	\$28,000,000	\$13,805,728	\$74,455,728

REVISION REQUEST: REVISE FUNDING

FISCAL YEAR	PHASE	S102		STP-MM		RTR 121-DE1 (REGIONAL)	LOCAL CONTRIBUTION	TOTAL
		STATE	LOCAL	FEDERAL	STATE			
2009	ENG	\$0	\$0	\$0	\$0	\$300,000	\$11,905,728	\$12,205,728
2009	ROW	\$21,800,000	\$0	\$0	\$0	\$0	\$0	\$21,800,000
2009	UTIL	\$360,000	\$40,000	\$0	\$0	\$0	\$0	\$400,000
2009	CON	\$0	\$0	\$11,000,000	\$2,750,000	\$26,300,000	\$0	\$40,050,000
		\$22,160,000	\$40,000	\$11,000,000	\$2,750,000	\$26,600,000	\$11,905,728	\$74,455,728

PROJECT DETAILS FOR MODIFICATION 2015-0228

TXDOT-DALLAS (COLLIN COUNTY/WYLIE)--SH 78 FROM COLLIN COUNTY LINE TO SPRING CREEK PARKWAY; WIDEN FROM 4 LANE TO 6 LANE DIVIDED

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	RTR 121-CC1		RTR 121-CC2		STP-MM*		CAT 10 EARMARK*		SBPE (STATE)	LOCAL CONTRIBUTION	TOTAL
		REGIONAL	LOCAL	REGIONAL	LOCAL	FEDERAL	STATE	FEDERAL	STATE			
2009	ENG	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
2009	CON	\$5,084,600	\$1,365,569	\$0	\$0	\$3,200,000	\$800,000	\$377,677	\$94,419	\$0	\$0	\$10,922,265
		\$5,084,600	\$1,365,569	\$500,000	\$0	\$3,200,000	\$800,000	\$377,677	\$94,419	\$0	\$0	\$11,422,265

REVISION REQUEST: REVISE FUNDING DUE TO PROJECT CLOSEOUT

FISCAL YEAR	PHASE	RTR 121-CC1		RTR 121-CC2		STP-MM*		CAT 10 EARMARK*		SBPE (STATE)	LOCAL CONTRIBUTION	TOTAL
		REGIONAL	LOCAL	REGIONAL	LOCAL	FEDERAL	STATE	FEDERAL	STATE			
2009	ENG	\$0	\$0	\$214,711	\$0	\$0	\$0	\$0	\$0	\$374,091	\$0	\$588,802
2009	CON	\$4,695,970	\$982,136	\$0	\$0	\$3,200,000	\$800,000	\$377,677	\$94,419	\$0	\$387,108	\$10,537,310
		\$4,695,970	\$982,136	\$214,711	\$0	\$3,200,000	\$800,000	\$377,677	\$94,419	\$374,091	\$387,108	\$11,126,112

*FEDERAL FUNDS OBLIGATED

PROJECT DETAILS FOR MODIFICATION 2015-0230

TXDOT-DALLAS--IH 35E FROM FM 2181 SOUTH OF CORINTH TO SL 288; RECONSTRUCT 4 LANES TO 6 MAINLANES AND 2/3 LANE CONTINUOUS FRONTAGE ROAD ON EACH SIDE FROM SL 288 TO CORINTH PARKWAY; AND FROM CORINTH PARKWAY TO FM 2181, RECONSTRUCT 6 LANES TO 8 MAINLANES AND 2/4 DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROAD ON EACH SIDE, AND ADD 2 REVERSIBLE MANAGED/HOV LANES (PHASED IMPLEMENTATION OF IH 35E CORRIDOR)

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	RTR 121-DE1	CONGRESSIONAL EARMARK		CATEGORY 5 FUNDS (\$2B TXDOT FUNDING INITIATIVE)		ADDITIONAL DENTON COUNTY RTR FUNDS (RTR 121-DE2)	CATEGORY 12 FUNDS (\$2B TXDOT FUNDING INITIATIVE)		TOTAL	
			FEDERAL	STATE	FEDERAL	PROP 14 (STATE)		FEDERAL	CAT 3 PROP 14 MATCH		
2013	ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$5,200,000	\$1,300,000	\$6,500,000	OBLIGATED
2013	ROW	\$1,378,064	\$0	\$0	\$0	\$0	\$770,000	\$0	\$0	\$2,148,064	
2013	CON	\$20,266,693	\$5,608,260	\$1,402,065	\$21,012,000	\$5,253,000	\$0	\$29,120,000	\$7,280,000	\$89,942,018	OBLIGATED
		\$21,644,757	\$5,608,260	\$1,402,065	\$21,012,000	\$5,253,000	\$770,000	\$34,320,000	\$8,580,000	\$98,590,082	

REVISION REQUESTED: ADD \$500,000 RTR 121-DE1 (\$500,000 REGIONAL) FOR CONSTRUCTION WITH NO CHANGE TO FUNDING FOR OTHER PHASES FOR U-TURN AT

FISCAL YEAR	PHASE	RTR 121-DE1	CONGRESSIONAL EARMARK		CATEGORY 5 FUNDS (\$2B TXDOT FUNDING INITIATIVE)		ADDITIONAL DENTON COUNTY RTR FUNDS (RTR 121-DE2)	CATEGORY 12 FUNDS (\$2B TXDOT FUNDING INITIATIVE)		TOTAL	
			FEDERAL	STATE	FEDERAL	PROP 14 (STATE)		FEDERAL	CAT 3 PROP 14 MATCH		
2013	ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$5,200,000	\$1,300,000	\$6,500,000	OBLIGATED
2013	ROW	\$1,378,064	\$0	\$0	\$0	\$0	\$770,000	\$0	\$0	\$2,148,064	
2013	CON	\$20,766,693	\$5,608,260	\$1,402,065	\$21,012,000	\$5,253,000	\$0	\$29,120,000	\$7,280,000	\$90,442,018	OBLIGATED
		\$22,144,757	\$5,608,260	\$1,402,065	\$21,012,000	\$5,253,000	\$770,000	\$34,320,000	\$8,580,000	\$99,090,082	

PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0234
 GRAND CONNECTION--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST
12538.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ 494,049	\$0.00	\$ 123,513	-	\$ 617,562
					\$ 494,049	\$ -	\$ 123,513	-	\$ 617,562

CURRENT REQUEST: CHANGE AGENCY NAME TO CITY OF GRAND PRAIRIE, REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST	CHANGE
12538.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ -	\$ -	\$ -	-	\$ -	DELETE PROJECT
12006.15	2015	5307	BUS PREVENTIVE MAINTENANCE	CAPITAL	\$ 139,838	\$ -	\$ -	27,968	\$ 139,838	ADD PROJECT
12742.15	2015	5307	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	CAPITAL	\$ 52,942	\$ -	\$ -	10,589	\$ 52,942	ADD PROJECT
12003.15	2015	5307	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 240,000	\$ -	\$ -	36,000	\$ 240,000	ADD PROJECT
					\$ 432,780	\$ -	\$ -	74,557	\$ 432,780	

NOTE: 74,557 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0236

MESQUITE TRANSPORTATION FOR THE ELDERLY AND DISABLED --FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST
12540.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ 460,000	\$ -	\$ 115,000	\$ -	\$ 575,000
					\$ 460,000	\$ -	\$ 115,000	\$ -	\$ 575,000

CURRENT REQUEST: CHANGE AGENCY NAME TO CITY OF MESQUITE, REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST	CHANGE
12540.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ -	\$ -	\$ -	-	\$ -	DELETE PROJECT
12702.15	2015	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 38,033	\$ -	\$ -	7,607	\$ 38,033	ADD PROJECT
12013.15	2015	5307	OPERATING ASSISTANCE - JARC	OPERATING	\$ 318,482	\$ -	\$ 318,482	-	\$ 636,964	ADD PROJECT
12701.15	2015	5307	ACQUISITION OF SOFTWARE	CAPITAL	\$ 113,300	\$ -	\$ -	22,660	\$ 113,300	ADD PROJECT
12743.15	2015	5307	CONSTRUCTION OF BUS SHELTER	CAPITAL	\$ 145,000	\$ -	\$ -	29,000	\$ 145,000	ADD PROJECT
					\$ 614,815	\$ -	\$ 318,482	59,267	\$ 933,297	

NOTE: 59,267 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0237

MESQUITE TRANSPORTATION FOR THE ELDERLY AND DISABLED--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	TOTAL COST
12652.15	2015	5310	OPERATING ASSISTANCE	OPERATING	\$ 250,000	\$ -	\$ 250,000	\$ 500,000
					\$ 250,000	\$ -	\$ 250,000	\$ 500,000

CURRENT REQUEST: CHANGE AGENCY NAME TO CITY OF MESQUITE, REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	TOTAL COST	CHANGE
12652.15	2015	5310	OPERATING ASSISTANCE	OPERATING	\$ -	\$ -	\$ -	\$ -	DELETE PROJECT
12704.15	2015	5310	PURCHASE OF SERVICE	CAPITAL	\$ 485,072	\$ 60,634	\$ 60,634	\$ 606,340	ADD PROJECT
					\$ 485,072	\$ 60,634	\$ 60,634	\$ 606,340	

**PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0238
DALLAS AREA RAPID TRANSIT--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA**

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST
12028.15	2015	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ 45,124,966	\$ -	\$ 11,281,242	-	\$ 56,406,208
12415.15	2015	5307	SYSTEM TRANSIT ENHANCEMENTS	CAPITAL	\$ 520,659	\$ -	\$ 130,165	-	\$ 650,824
12515.15	2015	5307	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	CAPITAL	\$ 520,659	\$ -	\$ 130,165	-	\$ 650,824
					\$ 46,166,284	\$ -	\$ 11,541,572	-	\$ 57,707,856

CURRENT REQUEST: REFINE FY2015 PROGRAM OF PROJECTS

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST	CHANGE
12028.15	2015	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ 45,363,747	\$ -	\$ -	9,072,750	\$ 45,363,747	INCREASE FEDERAL SHARE; ADD TDC (MPO)
12415.15	2015	5307	ASSOCIATED TRANSIT IMPROVEMENT	CAPITAL	\$ 538,903	\$ -	\$ 134,726	-	\$ 673,629	INCREASE FUNDING AND REVISE PROJECT DESCRIPTION
12515.15	2015	5307	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	CAPITAL	\$ 538,903	\$ -	\$ 134,726	-	\$ 673,629	INCREASE FUNDING
					\$ 46,441,553	\$ -	\$ 269,452	9,072,750	\$ 46,711,005	

NOTE: 9,072,750 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0242
 TEXOMA AREA PARATRANSIT SYSTEM--FY2012 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - MCKINNEY UZA

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST
12109.12	2013	5307	OPERATING ASSISTANCE	OPERATING	\$ 658,863	\$ -	\$ 658,863	-	\$ 1,317,726
12552.12	2013	5307	ADA PARATRANSIT SERVICE	CAPITAL	\$ 75,049	\$ -	\$ 18,763	-	\$ 93,812
12608.12	2013	5307	PREVENTIVE MAINTENANCE	CAPITAL	\$ 16,581	\$ -	\$ 4,146	36,000	\$ 20,727
					\$ 750,493	\$ -	\$ 681,772	36,000	\$ 1,432,265

CURRENT REQUEST: CLARIFY AGENCY NAME AS TAPS PUBLIC TRANSIT, REFINE FY2015 PROGRAM OF PROJECTS, AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST	CHANGE
12109.12	2015	5307	OPERATING ASSISTANCE	OPERATING	\$ 247,583	\$ -	\$ 247,583	-	\$ 495,166	DECREASE FUNDING
12552.12	2015	5307	ADA PARATRANSIT SERVICE	CAPITAL	\$ -	\$ -	\$ -	-	\$ -	DELETE PROJECT
12608.12	2015	5307	BUS PREVENTIVE MAINTENANCE	CAPITAL	\$ 250,000	\$ -	\$ 62,500		\$ 312,500	INCREASE FUNDING AND CHANGE PROJECT DESCRIPTION
12085.12	2015	5307	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 225,000	\$ -	\$ 46,085	-	\$ 271,085	ADD PROJECT
					\$ 722,583	\$ -	\$ 356,168	-	\$ 1,078,751	

**PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0244
TAPS PUBLIC TRANSIT--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - MCKINNEY UZA**

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST
12512.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ 2,492,353	\$ -	\$ 623,089	-	\$ 3,115,442
					\$ 2,492,353	\$ -	\$ 623,089	-	\$ 3,115,442

CURRENT REQUEST: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST	CHANGE
12512.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ -	\$ -	\$ -	-	\$ -	DELETE PROJECT
12552.15	2015	5307	ADA PARATRANSIT SERVICE	CAPITAL	\$ 263,736	\$ -	\$ -	52,748	\$ 263,736	ADD PROJECT
12762.15	2015	5307	GENERAL PLANNING	PLANNING CAPITAL	\$ 156,250	\$ -	\$ -	31,250	\$ 156,250	ADD PROJECT
12608.15	2015	5307	BUS PREVENTIVE MAINTENANCE	CAPITAL	\$ 180,000	\$ -	\$ -	36,000	\$ 180,000	ADD PROJECT
12761.15	2015	5307	ACQUISITION OF MISCELLANEOUS EQUIPMENT	CAPITAL	\$ 50,000	\$ -	\$ -	10,000	\$ 50,000	ADD PROJECT
12763.15	2015	5307	REHAB/RENOVATION OF ADMIN/MAINT FACILITY	CAPITAL	\$ 150,000	\$ -	\$ -	30,000	\$ 150,000	ADD PROJECT
12109.15	2015	5307	OPERATING ASSISTANCE	OPERATING	\$ 1,837,378	\$ 316,245	\$ 1,521,133	-	\$ 3,674,756	ADD PROJECT
					\$ 2,637,364	\$ 316,245	\$ 1,521,133	159,998	\$ 4,474,742	

NOTE: 159,998 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0245
 SPECIAL PROGRAMS FOR AGING NEEDS--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST
12545.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ 650,000	\$ -	\$ 162,500	-	\$ 812,500
					\$ 650,000	\$ -	\$ 162,500	-	\$ 812,500

CURRENT REQUEST: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST	CHANGE
12545.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ -	\$ -	\$ -	-	\$ -	DELETE PROJECT
12375.15	2015	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 75,000	\$ -	\$ -	15,000	\$ 75,000	ADD PROJECT
12372.15 12626.15	2015	5307	BUS PREVENTIVE MAINTENANCE	CAPITAL	\$ 283,500	\$ -	\$ -	56,700	\$ 283,500	ADD PROJECT
12712.15	2015	5307	ACQUISITION OF HARDWARE	CAPITAL	\$ 20,000	\$ -	\$ -	4,000	\$ 20,000	ADD PROJECT
12713.15	2015	5307	ACQUISITION OF SOFTWARE	CAPITAL	\$ 76,300	\$ -	\$ -	15,260	\$ 76,300	ADD PROJECT
12755.15	2015	5307	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	CAPITAL	\$ 136,000	\$ -	\$ -	27,200	\$ 136,000	ADD PROJECT
12711.15	2015	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 75,000	\$ -	\$ -	15,000	\$ 75,000	ADD PROJECT
					\$ 665,800	\$ -	\$ -	133,160	\$ 665,800	

NOTE: 133,160 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0246
STAR TRANSIT--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA**

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST
12509.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ 99,374	\$ -	\$ 24,844	-	\$ 124,218
					\$ 99,374	\$ -	\$ 24,844	-	\$ 124,218

CURRENT REQUEST: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST	CHANGE
12509.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ -	\$ -	\$ -	-	\$ -	DELETE PROJECT
12627.15	2015	5307	BUS PREVENTIVE MAINTENANCE	CAPITAL	\$ 199,040	\$ -	\$ -	39,808	\$ 199,040	ADD PROJECT
12484.15	2015	5307	ACQUISITION OF SOFTWARE	CAPITAL	\$ 175,380	\$ -	\$ -	35,076	\$ 175,380	ADD PROJECT
12483.15	2015	5307	ACQUISITION OF HARDWARE	CAPITAL	\$ 85,000	\$ -	\$ -	17,000	\$ 85,000	ADD PROJECT
12764.15	2015	5307	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	CAPITAL	\$ 308,000	\$ -	\$ -	61,600	\$ 308,000	ADD PROJECT
12717.15	2015	5307	MOBILITY MANAGEMENT	CAPITAL	\$ 104,000	\$ -	\$ -	20,800	\$ 104,000	ADD PROJECT
12241.15	2015	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 139,238	\$ -	\$ -	27,848	\$ 139,238	ADD PROJECT
12756.15	2015	5307	ACQUISITION OF BUS SIGNAGE	CAPITAL	\$ 10,000	\$ -	\$ -	2,000	\$ 10,000	ADD PROJECT
12741.15	2015	5307	OPERATING ASSISTANCE - JARC	OPERATING	\$ 263,000	\$ -	\$ 263,000	-	\$ 526,000	ADD PROJECT
					\$ 1,283,658	\$ -	\$ 263,000	204,132	\$ 1,546,658	

NOTE: 204,132 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0247
TAPS PUBLIC TRANSIT--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST
12511.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ 540,000	\$ -	\$ 135,000	-	\$ 675,000
					\$ 540,000	\$ -	\$ 135,000	-	\$ 675,000

CURRENT REQUEST: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST	CHANGE
12511.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ -	\$ -	\$ -	-	\$ -	DELETE PROJECT
12346.15	2015	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 60,000	\$ -	\$ -	12,000	\$ 60,000	ADD PROJECT
12663.15	2015	5307	BUS PREVENTIVE MAINTENANCE	CAPITAL	\$ 100,000	\$ -	\$ -	20,000	\$ 100,000	ADD PROJECT
12662.15	2015	5307	PURCHASE EXPANSION VEHICLES	CAPITAL	\$ 1,400,000	\$ -	\$ -	210,000	\$ 1,400,000	ADD PROJECT
12759.15	2015	5307	ACQUISTION OF SURVEILLANCE/SECURITY EQUIPMENT	CAPITAL	\$ 250,000	\$ -	\$ -	50,000	\$ 250,000	ADD PROJECT
12758.15	2015	5307	ACQUISTION OF RADIOS	CAPITAL	\$ 75,000	\$ -	\$ -	15,000	\$ 75,000	ADD PROJECT
12307.15	2015	5307	ACQUISTION OF HARDWARE	CAPITAL	\$ 125,000	\$ -	\$ -	25,000	\$ 125,000	ADD PROJECT
12670.15	2015	5307	ACQUISTION OF SHOP EQUIPMENT	CAPITAL	\$ 250,000	\$ -	\$ -	50,000	\$ 250,000	ADD PROJECT
12672.15	2015	5307	ACQUISTION OF SOFTWARE	CAPITAL	\$ 350,000	\$ -	\$ -	70,000	\$ 350,000	ADD PROJECT
12757.15	2015	5307	ACQUISTION OF MISCELLANEOUS EQUIPMENT	CAPITAL	\$ 100,000	\$ -	\$ -	20,000	\$ 100,000	ADD PROJECT
12760.15	2015	5307	GENERAL PLANNING	PLANNING CAPITAL	\$ 125,000	\$ -	\$ -	25,000	\$ 125,000	ADD PROJECT
					\$ 2,835,000	\$ -	\$ -	497,000	\$ 2,835,000	

NOTE: 497,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0248
DENTON COUNTY TRANSPORTATION AUTHORITY--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DENTON-LEWISVILLE UZA**

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	TOTAL COST
12104.15	2015	5307	BUS TRANSIT ENHANCEMENTS	CAPITAL	\$44,552	\$0	\$11,138	\$55,690
12535.15	2015	5307	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$2,411,063	\$0	\$602,766	\$3,013,829
12356.15	2015	5307	ADA PARATRANSIT SERVICE	CAPITAL	\$375,000	\$0	\$93,750	\$468,750
12534.15	2015	5307	BUS PREVENTIVE MAINTENANCE	CAPITAL	\$1,205,000	\$0	\$301,250	\$1,506,250
12465.15	2015	5307	OPERATING ASSISTANCE	OPERATING	\$375,000	\$0	\$375,000	\$750,000
12354.15	2015	5307	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	CAPITAL	\$44,552	\$0	\$11,138	\$55,690
					\$ 4,455,167	\$ -	\$ 1,395,042	\$ 5,850,209

CURRENT REQUEST: REFINE FY2015 PROGRAM OF PROJECTS

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	TOTAL COST	CHANGE
12104.15	2015	5307	ASSOCIATED TRANSIT IMPROVEMENTS	CAPITAL	\$ 50,847	\$ -	\$ 12,712	\$ 63,559	CHANGE PROJECT DESCRIPTION; INCREASE FUNDING
12535.15	2015	5307	RAIL PREVENTIVE MAINTENANCE	CAPITAL	\$ 2,750,000	\$ -	\$ 687,500	\$ 3,437,500	INCREASE FUNDING
12356.15	2015	5307	ADA PARATRANSIT SERVICE	CAPITAL	\$ 508,469	\$ -	\$ 127,118	\$ 635,587	INCREASE FUNDING
12534.15	2015	5307	BUS PREVENTIVE MAINTENANCE	CAPITAL	\$ 1,160,834	\$ -	\$ 290,209	\$ 1,451,043	DECREASE FUNDING
12465.15	2015	5307	OPERATING ASSISTANCE	OPERATING	\$ 462,000	\$ -	\$ 462,000	\$ 924,000	INCREASE FUNDING
12354.15	2015	5307	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	CAPITAL	\$ 50,847	\$ -	\$ 12,712	\$ 63,559	INCREASE FUNDING
					\$ 4,982,997	\$ -	\$ 1,592,251	\$ 6,575,248	

PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0251
 FORT WORTH TRANSPORTATION AUTHORITY--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5309 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

CURRENT REQUEST: ADD PROJECTS PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

TIP CODE	MTP REFERENCE 2035	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST	CHANGE
12045.15	TR3-006	2015	5309	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 1,028,488	\$ -	\$ -	154,274	\$ 1,028,488	ADD PROJECT
12751.15	TR3-006	2015	5309	ACQUISITION OF HARDWARE	CAPITAL	\$ 24,120	\$ -	\$ -	4,824	\$ 24,120	ADD PROJECT
12767.15	TR3-006	2015	5309	ACQUISITION OF SOFTWARE	CAPITAL	\$ 109,470	\$ -	\$ -	21,894	\$ 109,470	ADD PROJECT
						\$ 1,162,078	\$ -	\$ -	180,992	\$ 1,028,488	
										\$ 1,162,078	

NOTE: 180,992 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0255
HANDITRAN--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA**

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST
12539.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ 836,760	\$ -	\$ 209,190	-	\$ 1,045,950
					\$ 836,760	\$ -	\$ 209,190	\$ -	\$ 1,045,950

CURRENT REQUEST: CHANGE AGENCY NAME TO CITY OF ARLINGTON, REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST	CHANGE
12539.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ -	\$ -	\$ -	-	\$ -	DELETE PROJECT
12153.15	2015	5307	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 850,000	\$ -	\$ -	127,500	\$ 850,000	ADD PROJECT
12036.15	2015	5307	BUS PREVENTIVE MAINTENANCE	CAPITAL	\$ 129,779	\$ -	\$ -	25,956	\$ 129,779	ADD PROJECT
12079.15	2015	5307	CAPITAL COST OF CONTRACTING	CAPITAL	\$ 875,708	\$ -	\$ -	525,425	\$ 875,708	ADD PROJECT
12037.15	2015	5307	OPERATING ASSISTANCE - JARC	OPERATING	\$ 400,000	\$ -	\$ 400,000	-	\$ 800,000	ADD PROJECT
					\$ 2,255,487	\$ -	\$ 400,000	678,881	\$ 2,655,487	

NOTE: 678,881 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0256

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST
12541.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ 45,733	\$ -	\$ 11,434	-	\$ 57,167
					\$ 45,733	\$ -	\$ 11,434	-	\$ 57,167

CURRENT REQUEST: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST	CHANGE
12541.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ -	\$ -	\$ -	-	\$ -	DELETE PROJECT
12206.15	2015	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 724,012	\$ -	\$ 181,003 \$ -	- 144,803	\$ 905,015 \$ 724,012	ADD PROJECT
12575.15	2015	5307	OPERATING ASSISTANCE	OPERATING	\$ 409,481	\$ -	\$ 409,481	-	\$ 818,962	ADD PROJECT
					\$ 1,133,493	\$ -	\$ 590,484 \$ 409,481	- 144,803	\$ 1,723,977 \$ 1,542,974	

NOTE: 144,803 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0257

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5310 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST
12644.15	2015	5310	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	CAPITAL	\$ 1,279,523	\$ -	\$ 319,881	-	\$ 1,599,404
12678.15	2015	5310	PROGRAM ADMINISTRATION	CAPITAL	\$ 220,428	\$ -	\$ -	-	\$ 220,428
					\$ 1,499,951	\$ -	\$ 319,881	-	\$ 1,819,832

CURRENT REQUEST: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST	CHANGE
12644.15	2015	5310	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	CAPITAL	\$ 720,411	\$ -	\$ 180,103	-	\$ 900,514	DECREASE FUNDING
12678.15	2015	5310	PROGRAM ADMINISTRATION	CAPITAL	\$ 315,367	\$ -	\$ -	-	\$ 315,367	INCREASE FUNDING
12752.15	2015	5310	MOBILITY MANAGEMENT	CAPITAL	\$ 100,000	\$ -	\$ -	20,000	\$ 100,000	ADD PROJECT
12765.15	2015	5310	OPERATING ASSISTANCE	OPERATING	\$ 72,000	\$ -	\$ 72,000	-	\$ 144,000	ADD PROJECT
					\$ 1,207,778	\$ -	\$ 252,103	20,000	\$ 1,459,881	

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

PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0258

CITY/COUNTY TRANSPORTATION--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST
12510.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$239,811	\$0	\$59,953	-	\$299,764
					\$ 239,811	\$ -	\$ 59,953	-	\$ 299,764

CURRENT REQUEST: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST	CHANGE
12510.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ -	\$ -	\$ -	-	\$ -	DELETE PROJECT
12628.15	2015	5307	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 295,000	\$ -	\$ -	44,250	\$ 295,000	ADD PROJECT
12749.15	2015	5307	BUS PREVENTIVE MAINTENANCE	CAPITAL	\$ 56,250	\$ -	\$ -	11,250	\$ 56,250	ADD PROJECT
12747.15	2015	5307	ACQUISITION OF HARDWARE	CAPITAL	\$ 10,000	\$ -	\$ -	2,000	\$ 10,000	ADD PROJECT
12748.15	2015	5307	ACQUISITION OF SOFTWARE	CAPITAL	\$ 10,000	\$ -	\$ -	2,000	\$ 10,000	ADD PROJECT
12750.15	2015	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 50,000	\$ -	\$ -	10,000	\$ 50,000	ADD PROJECT
					\$ 421,250	\$ -	\$ -	69,500	\$ 421,250	

NOTE: 69,500 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0259

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5339 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST
12698.15	2015	5339	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ 6,123,132	\$ -	\$ 1,530,783	-	\$ 7,653,915
					\$ 6,123,132	\$ -	\$ 1,530,783	-	\$ 7,653,915

CURRENT REQUEST: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST	CHANGE
12698.15	2015	5339	SUPPORT URBANIZED AREA TRANSIT SERVICE (DFWA)	CAPITAL	\$ -	\$ -	\$ -	-	\$ -	DELETE PROJECT
12735.15	2015	5339	PROJECT ADMINISTRATION	CAPITAL	\$ 62,868	\$ -	\$ 15,717	12,574	\$ 78,585	ADD PROJECT
12736.15	2015	5339	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 400,000	\$ -	\$ -	60,000	\$ 400,000	ADD PROJECT
					\$ 462,868	\$ -	\$ 15,717	60,000	\$ 478,585	
							\$ -	72,574	\$ 462,868	

NOTE: ~~60,000~~ **72,574** OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0260
 NORTHEAST TRANSPORTATION SERVICES--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA**

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST
12543.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	OPERATING	\$ 80,000	\$ -	\$ 20,000	-	\$ 100,000
					\$ 80,000	\$ -	\$ 20,000	-	\$ 100,000

CURRENT REQUEST: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST	CHANGE
12543.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	OPERATING	\$ -	\$ -	\$ -	-	\$ -	DELETE PROJECT
12600.15	2015	5307	CAPITAL COST OF CONTRACTING	CAPITAL	\$ 320,000	\$ -	\$ -	64,000	\$ 320,000	ADD PROJECT
					\$ 320,000	\$ -	\$ -	64,000	\$ 320,000	

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

PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0262
 PUBLIC TRANSIT SERVICES--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST
12544.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ 862,400	\$ -	\$ 215,600	-	\$ 1,078,000
					\$ 862,400	\$ -	\$ 215,600	-	\$ 1,078,000

CURRENT REQUEST: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	CAT 3 TDC [MPO]	TOTAL COST	CHANGE
12544.15	2015	5307	SUPPORT URBANIZED AREA TRANSIT SERVICE	CAPITAL	\$ -	\$ -	\$ -	-	\$ -	DELETE PROJECT
12247.15	2015	5307	PROJECT ADMINISTRATION	CAPITAL	\$ 50,000	\$ -	\$ -	10,000	\$ 50,000	ADD PROJECT
12764.15	2015	5307	ACQUISITION OF MISCELLANEOUS EQUIPMENT	CAPITAL	\$ 20,000	\$ -	\$ -	4,000	\$ 20,000	ADD PROJECT
12244.15	2015	5307	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 300,000	\$ -	\$ -	45,000	\$ 300,000	ADD PROJECT
12567.15	2015	5307	ACQUISITION OF SOFTWARE	CAPITAL	\$ 10,000	\$ -	\$ -	2,000	\$ 10,000	ADD PROJECT
12664.15	2015	5307	ACQUISITION OF HARDWARE	CAPITAL	\$ 20,000	\$ -	\$ -	4,000	\$ 20,000	ADD PROJECT
					\$ 400,000	\$ -	\$ -	65,000	\$ 400,000	

NOTE: 65,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

PROJECT DETAILS FOR TRANSIT MODIFICATION 2015-0263

FORT WORTH TRANSPORTATION AUTHORITY--FY2015 PROGRAM OF PROJECTS - TRANSIT SECTION 5307 FUNDS - DALLAS-FORT WORTH-ARLINGTON UZA

ORIGINAL FUNDED AMOUNT:

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	TOTAL COST
12033.15	2015	5307	BUS PREVENTIVE MAINTENANCE	CAPITAL	\$ 11,203,269	\$ -	\$ 2,800,818	\$ 14,004,087
12034.15	2015	5307	BUS TRANSIT ENHANCEMENTS	CAPITAL	\$ 182,935	\$ -	\$ 45,734	\$ 228,669
12390.15	2015	5307	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 3,403,000	\$ -	\$ 600,530	\$ 4,003,530
12549.15	2015	5307	ADA PARATRANSIT SERVICE	CAPITAL	\$ 1,200,000	\$ -	\$ 300,000	\$ 1,500,000
					\$ 15,989,204	\$ -	\$ 3,747,082	\$ 19,736,286

CURRENT REQUEST: REFINE FY2015 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

TIP CODE	FISCAL YEAR	FUNDING PROGRAM	PROJECT DESCRIPTION	PROJECT TYPE	FEDERAL SHARE	STATE SHARE	LOCAL SHARE	TOTAL COST	CHANGE
12033.15	2015	5307	SYSTEM PREVENTIVE MAINTENANCE	CAPITAL	\$ 8,702,414	\$ -	\$ 2,251,983	\$ 10,954,397	CHANGE PROJECT DESCRIPTION; DECREASE FUNDING
							\$ 2,175,604	\$ 10,878,018	
12034.15	2015	5307	ASSOCIATED TRANSIT IMPROVEMENTS	CAPITAL	\$ 185,109	\$ -	\$ 46,278	\$ 231,387	CHANGE PROJECT DESCRIPTION; INCREASE FUNDING
12390.15	2015	5307	PURCHASE REPLACEMENT VEHICLES	CAPITAL	\$ 3,403,000	\$ -	\$ 600,530	\$ 4,003,530	NO CHANGE
12549.15	2015	5307	ADA PARATRANSIT SERVICE	CAPITAL	\$ 1,200,000	\$ -	\$ 300,000	\$ 1,500,000	NO CHANGE
12732.15	2015	5307	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	CAPITAL	\$ 558,801	\$ -	\$ 139,701	\$ 698,502	ADD PROJECT
12731.15	2015	5307	OPERATING ASSISTANCE - JARC	OPERATING	\$ 100,000	\$ -	\$ 100,000	\$ 200,000	ADD PROJECT
					\$ 14,149,324	\$ -	\$ 3,438,492	\$ 17,587,816	
							\$ 3,362,113.00	\$ 17,511,437	

DRAFT

**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
NOVEMBER 2014 ADMINISTRATIVE AMENDMENTS**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0105 (REVISED)	11239	0364-02-017	TXDOT-DALLAS (COPPELL)--SH 121 FROM TARRANT COUNTY LINE TO BUSINESS 121H; CONVERT 4 LANE DIVIDED TO 10 LANE FREEWAY WITH 2 TO 3/4 LANE FRONTAGE ROADS; ADDITION OF LANES (PART OF SH 121/SECTION 13)	FY2013--\$750,000 SBPE (\$750,000 STATE) - ENG FY2013--19,000,000 CAT 12 (425) (\$15,200,000 FEDERAL AND \$3,800,000 STATE) (OBLIGATED) - ROW FY2013--\$61,065,642 CAT 12 (\$48,852,514 FEDERAL AND \$12,213,128 STATE) (OBLIGATED) - CON	REMOVE \$19,000,000 CAT 12 (425) (\$15,200,000 FEDERAL AND \$3,800,000 STATE) AS TXDOT DID NOT SPEND THEM ON ROW; FUNDS WILL BE RETURNED TO REGIONAL POOL; INCREASE BY \$19,000,000 S102 (\$15,200,000 FEDERAL AND \$1,900,000 STATE AND \$1,900,000 LOCAL) FOR ROW IN FY2013; REVISE SCOPE AS CONVERT 4 LANE DIVIDED TO 6 LANES, AND 4/6 TO 4/8 LANE CONTINUOUS FRONTAGE ROADS (PART OF SH 121/SECTION 13) FOR CONSISTENCY WITH THE MOBILITY 2035-2014 AMENDMENT AS APPROVED BY THE RTC ON OCTOBER 9, 2014

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

Air Quality Funding Opportunities for Vehicles

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

- Air Quality Funding Home
- Other Air Quality Funding Opportunities
- Sign-Up for Email Updates

Current Vehicle Grant Funding Opportunities

Select Language ? ?

	Eligible Focus Areas										
	Heavy-Duty Vehicles					Light-Duty Vehicles					
	Application Deadline	School Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Other	Idle-Reduction Technology	Passenger Vehicles	Taxis	Idle-Reduction Technology	Eligible Applicant Type
AirCheckTexas Drive a Clean Machine Program	Open							X			PC
Drayage Loan Program	FCFS		X			X					PV
Drayage Truck Incentive Program (DTIP)	FCFS until 05/29/15					X					PV
Federal and State Incentives and Laws (Including Tax Credits)	Open	X	X	X	X		X	X	X		PV
Light-Duty Motor Vehicle Purchase or Lease Incentive (LDLPI) Program	FCFS until 06/26/15							X	X		PB, PV, PC
NEW North Central Texas Clean School Bus Program 2015 Call for Projects (CFP)	Coming Soon!	X									PB, PV
Propane Vehicle Incentives for Texas	FCFS	X	X		X	X		X	X		PB, PV
Texas Natural Gas Vehicle Grant Program	05/31/15	X	X	X	X	X					PB, PV

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

[NCTCOG Funding Opportunity Archive](#)

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

12/16/2014 MF/MG

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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



**Dallas-Fort Worth
CLEAN CITIES**

LEADING THE REGION IN
PETROLEUM AND EMISSION
REDUCTION MEASURES TO
IMPROVE AIR QUALITY AND
INCREASE ENERGY SECURITY

616 Six Flags Drive
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Arlington, Texas 76011

P.O. Box 5888
Arlington, Texas 76005-5888
tel: (817) 695-9240
fax: (817) 640-3028

cleancities@nctcog.org
www.dfwcleancities.org

December 29, 2014

Dear Dallas-Fort Worth Clean Cities Members and Interested Parties:

The US Department of Energy's Clean Cities (DOE) program has a goal of saving 2.5 billion gallons of petroleum per year by 2020. In order to track this progress, local Clean Cities coalitions are required to submit an annual report to DOE. The Dallas-Fort Worth Clean Cities Coalition (DFWCC), part of the North Central Texas Council of Governments (NCTCOG) serves as the local Clean Cities chapter for the Dallas-Fort Worth (DFW) region.

DFWCC will begin compiling information for the Clean Cities Clean Fleet Annual Report beginning in mid-January. This report will detail information and activities related to alternative fuels and advance vehicle technologies in calendar year 2014. The Clean Cities Clean Fleet Annual Report has been designed to incorporate information from the updated Clean Fleet Policy, which the Regional Transportation Council (RTC) adopted on December 11, 2014. In the future, completion of this report constitutes an entity's compliance with the Clean Fleet Policy.

Information gathered through this report will be transmitted to DOE for inclusion in the national report. DOE uses this data collected in speeches, reports, and news articles, as well as funding updates to the State Energy Program and Congress. Additionally, DFWCC is often called upon to provide data on the number and type of alternative fuel and advanced technology vehicles in the Metroplex to help provide validity to air quality commitments made in the state implementation plan.

The report will be available online as an excel spreadsheet by January 26, 2015, and can be accessed at www.DFWCleanCities.org. All reports will be due to NCTCOG/DFWCC staff by Monday, March 2, 2015. We appreciate your organization's participation in completing this report.

Sincerely,

Pamela Burns
Dallas-Fort Worth Clean Cities Coordinator
Communications Supervisor

PB:ch

MINUTES**Regional Transportation Council
PUBLIC MEETINGS*****Public Transportation Agency Programs of Projects and Funding Initiatives******Proposed Modifications to the List of Funded Projects******Project Recommendations: Freeway Incident Management Equipment and Technology
Call for Projects******Proposition 1 Status Report*****Meeting Dates and Locations**

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

1. Monday, Dec. 8, 2014 – 6:30 pm – Farmers Branch Recreation Center; attendance: 11; moderated by Michael Morris, Director of Transportation, NCTCOG Transportation Department
2. Tuesday, Dec. 9, 2014 – 6:30 pm – Fort Worth Intermodal Transportation Center; attendance: 4; moderated by Amanda Wilson, Public Involvement Manager, NCTCOG Transportation Department
3. Wednesday, Dec. 10, 2014 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 15; moderated by Natalie Bettger, Senior Program Manager, NCTCOG Transportation Department

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on March 11, 2010. Staff presented information about:

1. Public Transportation Agency Programs of Projects and Funding Initiatives – presented by Nick Vail (all locations); William Johnson, Fort Worth Transportation Authority (Fort Worth)
2. Proposed Modifications to the List of Funded Projects – presented by Ken Bunkley (Farmers Branch); Adam Beckom (Fort Worth); Matt Thompson (Arlington)
3. Project Recommendations: Freeway Incident Management Equipment and Technology Call for Projects – presented by Camille Fountain (Farmers Branch and Arlington); Sonya Landrum (Fort Worth)
4. Proposition 1 Status Report – presented by Michael Morris (Farmers Branch); Adam Beckom (Fort Worth); Christie Gotti (Arlington)

The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meetings are available at www.nctcog.org/meetings, and a video recording of the public meeting Dec. 10, 2014, was posted at www.nctcog.org/video.

Each person who attended a public meeting received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations. In addition, the agenda provided information about how to view the Transportation Development Credits Annual Report and comment on draft revisions to the Public Participation Plan.

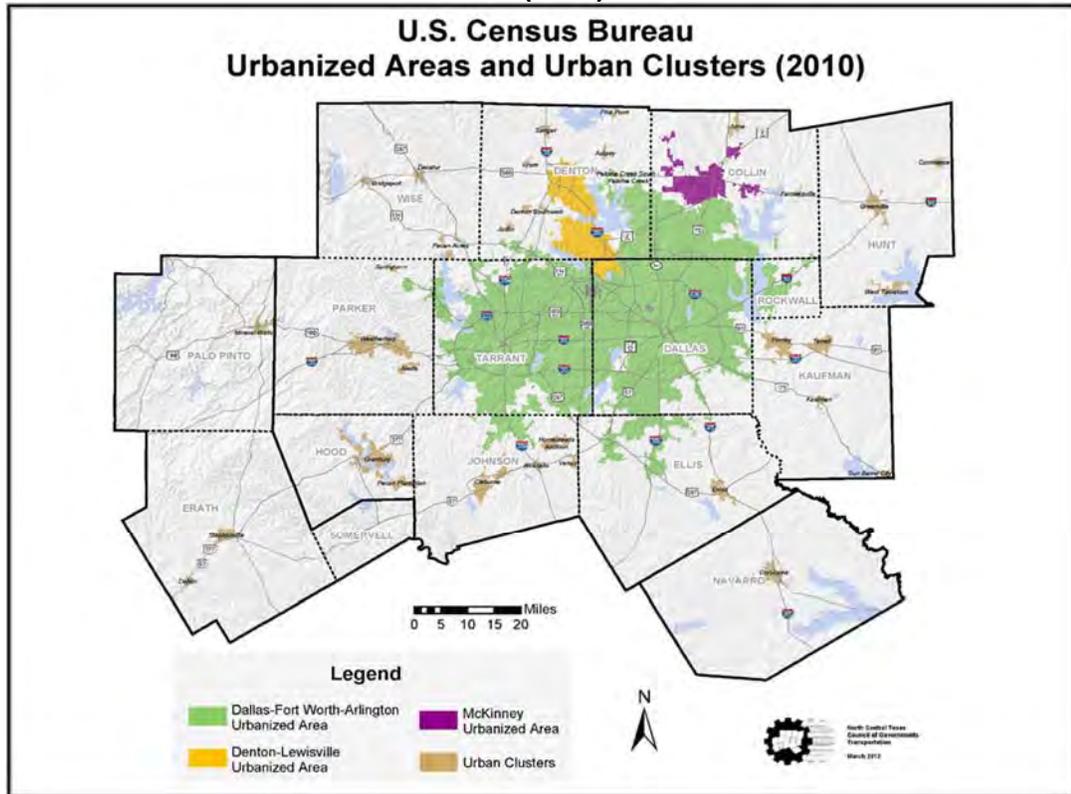
Summary of Presentations

A. Public Transportation Agency Programs of Projects and Funding Initiatives – presented by Nick Vail (all locations) and William Johnson (Fort Worth)

- **The Federal Transit Administration through the Urbanized Area Formula Program awards funds to public transportation agencies providing transit services annually. This year the region has received approximately \$115 million in formula funding. Ninety-eight percent of these funds are awarded to transportation agencies through a Program of Projects to meet their needs.**
- **Types of Public Transportation**
 - Fixed route bus – Makes frequent stops and operates on a dedicated route.
 - Demand response bus – Provides service on demand to older individuals and people with disabilities.
 - Commuter bus – Operates on a dedicated route but only stops every 3 to 4 miles.
 - Rail – Includes light rail, commuter rail and high-speed rail.
- **Federal Formula Funding Programs for Urban Areas**

Section	Program	Purpose	Project Types	Amount
5307	Urbanized Area Formula (now includes Job Access projects)	Serve general public including low- income workers	Capital Operating Planning	~\$75 million per year
5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Serve needs of targeted populations	Capital Operating	~\$3 million per year
5337	State of Good Repair	Maintain rail services	Capital	~\$20 million per year
5339	Bus and Bus Facilities	Maintain bus services	Capital	~\$6 -7 million per year

- **Urbanized Areas and Urban Clusters (2010)**

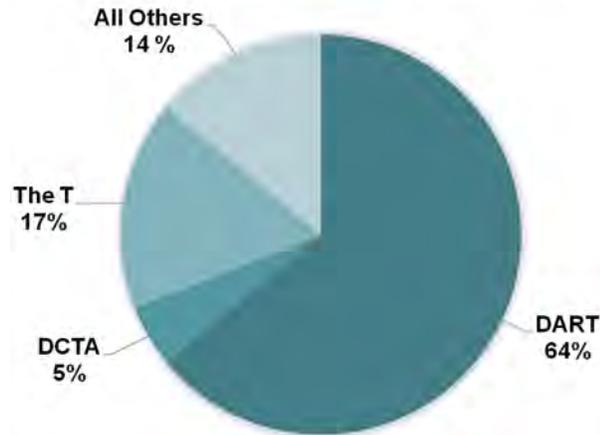


- Important factors in Urbanized Area formula
 - Population
 - Population density
 - Statistics provided by transit providers
- Three Urbanized Areas in the region
 - Dallas-Fort Worth-Arlington
 - Denton-Lewisville
 - McKinney
- **Awarding Federal Formula Funds in the Region**
 - The region receives approximately \$115 million in Federal Transit Administration (FTA) formula funds annually.
 - There are two processes to award these funds:
 - About 2 percent are set aside for a competitive call for projects
 - About 98 percent are available through Programs of Projects (POP)
 - The Programs of Projects (POP) describes how public transportation providers plan to use FTA funds.

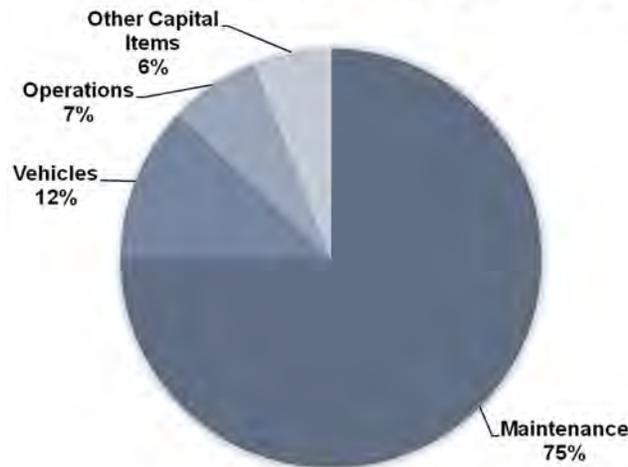
- **Fiscal Year 2015 Programs of Projects**

- Total FTA funds recommended for award equal \$109 million.

DISTRIBUTION BY PROVIDER



DISTRIBUTION BY PROJECT TYPE



- **Transportation Development Credits for Small Transit Providers**

- Transportation Development Credits (TDCs) are a non-cash financing tool used to eliminate the federal requirement for local matching funds.
- In July 2013, the Regional Transportation Council (RTC) approved an award process and allocated 5 million TDCs for awards to small transit providers.
- As of October 2014, all of the TDCs available to small transit providers have been awarded.
- At the December 2014 RTC meeting, staff will request 5 million TDCs to replenish the pool for small transit providers.

- **Investing in Public Transportation**
 - Reduces roadway congestion and improves air quality
 - Has a positive economic impact within communities
 - Provides access for people with mobility impairments

- **The T's Transit System: Fiscal Year 2015 Programs of Projects – How We Use Our Federal Funds**
 - The Fort Worth Transportation Authority is known as The T
 - Member cities
 - Fort Worth
 - Richland Hills
 - Blue Mound
 - Grapevine (partner)
 - Board of directors comprised of eight members appointed by the city of Fort Worth and one member appointed by Tarrant County
 - Mission statement
 - “We will provide quality public transportation to meet the mobility needs of our region.”
 - Core services
 - Fixed route bus service
 - Paratransit bus service, known as Mobility Impaired Transportation Services (MITS)
 - Trinity Railway Express (TRE) service
 - Special events service
 - Downtown bus circulator service (Molly)
 - Federal fund uses
 - Majority of federal funding is allocated to:
 - Preventive maintenance on vehicles
 - Purchases of buses
 - Preventive maintenance on TRE
 - Operational support for MITS
 - Transportation improvements, such as bus shelters
 - Safety and security

B. Proposed Modifications to the List of Funded Projects – presented by Ken Bunkley (Farmers Branch), Adam Beckom (Fort Worth) and Matt Thompson (Arlington)

- **The Transportation Improvement Program (TIP) is a federal- and state-mandated inventory of projects funded with federal, state and local money. It covers four years of available funding, is updated on a quarterly basis and is redeveloped every two to three years.**
 - Full version of the 2015-2018 TIP can be found online at www.nctcog.org/trans/tip/

- Transportation programming and project implementation
 - Collaborative effort among
 - Local governments
 - Cities
 - Counties

- Texas Department of Transportation (TxDOT)
 - Dallas District
 - Fort Worth District
 - Paris District
 - Transit agencies
 - Dallas Area Rapid Transit (DART)
 - Fort Worth Transportation Authority (The T)
 - Denton County Transportation Authority (DCTA)
 - Others
 - Transportation agencies
 - North Texas Tollway Authority
 - D/FW International Airport
 - Others
- **TIP modification types**
 - Adding projects to the TIP/Statewide Transportation Improvement Program (STIP)
 - Cost increases/cost decreases
 - Change funding source or funding shares
 - Refinements to transit program of projects
 - Delaying projects that are not ready for implementation
- **TIP Modification (DRAFT)**
 - Administrative amendments
 - Finalized in previous cycle (November 2014)
 - Number of modifications: 1
 - Provided in packet for informational purposes
 - Proposed modifications
 - Will request RTC action on Jan. 8, 2015
 - Will finalize through the current February 2015 cycle
 - Number of modifications: ~77
 - The list was provided in the packets and is available online for public comment and review: www.nctcog.org/trans/tip/modification.asp

C. Project Recommendations: Freeway Incident Management Equipment and Technology Call for Projects – presented by Camille Fountain (Farmers Branch and Arlington) and Sonya Landrum (Fort Worth)

- **Traffic management technology and equipment can help mitigate the effects of incidents on highways. This call for projects awarded funding to public-sector partner agencies to promote adoption of technologies, equipment and best practices that enhance system reliability.**
- **NCTCOG Incident Management Equipment Purchase Call for Projects**
 - Purpose: To assist partner agencies in purchasing equipment and technology that aid in quick incident clearance and mitigation
 - Supports current incident management training recommendation to use best practice equipment and technology
 - Emphasizes importance of implementing incident management strategies and training

- **Funding Availability and Submitted Projects**
 - \$2 million in funding available
 - Available funding split between subregions:
 - 66 percent (\$1,320,000) to Eastern Subregion
 - 34 percent (\$680,000) to Western Subregion
 - Total applications received: 19 (61 projects)
 - Applications received (Eastern): 10 (30 projects)
 - Applications received (Western): 9 (31 projects)
 - Total funding requested: \$1,845,016
 - Funding requested (Eastern): \$1,036,221
 - Funding requested (Western): \$808,795

- **Eligible Recipients and Activities**
 - Eligible recipients
 - Public sector partner agencies within the NCTCOG 10-county nonattainment area actively involved in incident management
 - Police
 - Fire/EMS
 - Courtesy patrol
 - Others
 - Eligible activities
 - Purchase of equipment and technology used in mitigating crashes, for example:
 - Traffic barriers
 - Cones
 - Flares
 - Protective clothing
 - Signs
 - Cameras
 - Lighting
 - Crash reconstruction technology
 - Others
 - Ineligible activities
 - Personnel and staffing charges

- **Scoring Criteria**

Scoring Component	Available Points
Freeway Incident Management (FIM) Training Attendance - NCTCOG or In-house	15
Completion of Incident Management Commitment Level Survey	10
Crash Data in Jurisdiction	10
Adoption of Incident Management Resolution	10
Incident Management Goals/Targets in Place	5
Equipment Description and Explanation of How Equipment Will Be Used to Mitigate Crashes	50
Total Score	100

- Scoring criteria were designed to reward applicants that were implementing best practices and pursuing innovation.
- Applicants located in parts of the region with higher crash rates compared to surrounding jurisdictions were awarded more points than applicants that were not.

- **Recommendations**

- Total recommended funding: \$1,712,646
 - Funding recommended (Eastern): \$1,036,221
 - Funding recommended (Western): \$676,425
- Projects not recommended for funding in Western Subregion:
 - Fort Worth Police Department
 - Mobile Cooling Safety Trailer: \$24,000
 - No direct regional benefit to traffic mitigation
 - Road Safety Flares: \$16,625
 - FWPD requested to retract this project after submittal
 - City of Euless
 - Uninterrupted Power Supply for Traffic Signals: \$40,000
 - Recommended submitting as part of Traffic Signal Retiming Program

- Recommended Project Types for Eastern Subregion

	Project Type	# of Projects Submitted	Funding Requested
1	Incident Detection and Notification Equipment (Dynamic Message Boards, Radios, TMC Equipment, Thermal Imager)	8	\$275,654
2	Traffic Control and Scene Management Equipment (Cones, Flares, Signs, Lighting, Safety Gear, Vehicles, Opticom Emitters, Accident Investigation/Reconstruction Technology)	22	\$760,567
	Total	30	\$1,036,221

- Recommended Agency Submittal Summary for Eastern Subregion

	Agency	Project Types	# of Projects Submitted	Funding Requested
1	Anna Police and Fire Departments	Traffic Control Equipment, Responder Safety Gear, and Dynamic Message Boards	3	\$57,303
2	City of Dallas	Traffic Control Equipment, Dynamic Message Boards, Responder Radios and Accident Investigation Technology	5	\$144,739
3	City of Frisco	Traffic Control Equipment, TMC Equipment, Thermal Imager and Incident Dispatching Software	4	\$372,526
4	Denton Police Department	Traffic Control Equipment, Responder Safety Gear, Scene Lighting, and Dynamic Message Signs	7	\$52,512
5	Farmers Branch Police Department	Traffic Control Equipment, Responder Radios, Accident Investigation Technology	3	\$67,208
6	Flower Mound Police Department	Responder Opticom Emitters	1	\$4,905
7	Grand Prairie Police Department	Traffic Control Equipment and Dynamic Message Signs	3	\$33,606
8	Richardson Police Department	Accident Investigation Technology	1	\$10,248
9	Dallas County Sheriff's Office	Crash Attenuator Trucks Equipped with Traffic Control and Scene Management Equipment (Arrowboards, Lighting)	2	\$233,174
10	DART Police Department	Accident Investigation Technology	1	\$60,000
		Total	30	\$1,036,221

- **Recommended Project Types for Western Subregion**

	Project Type	# of Project Requests	Funding Requested
1	Incident Detection and Notification Equipment (Dynamic Message Boards, Radios)	2	\$69,118
2	Traffic Control and Scene Management Equipment (Cones, Flares, Signs, Lighting, Safety Gear, Crash Attenuators, Arrowboards, Vehicles, Push Bumpers, and Transit Clusters, Accident Investigation/ Reconstruction Technology)	27	\$607,307
	Total	29	\$676,425

- **Recommended Agency Submittal Summary for Western Subregion**

	Agency	Project Types	# of Project Requests	Funding Requested
1	Arlington Fire Department	Traffic Control Equipment, Crash Attenuators, Arrowboards, Push Bumpers/Transit Clusters	6	\$100,811
2	Arlington Police Department	Traffic Control Equipment and Accident Investigation Technology	2	\$243,138
3	Eules Police and Fire Departments	Traffic Control Equipment, Responder Safety Gear, and Scene Lighting	4	\$12,978
4	City of Eules	Dynamic Message Boards	1	\$21,619
5	Fort Worth Police Department	Heavy Duty Response Truck Equipped with Traffic Control Equipment, Responder Safety Gear, Portable Message Boards, and Accident Investigation Technology	7	\$160,036
6	Grapevine Police Department	Accident Investigation Technology	1	\$32,262
7	Hurst Police Department	Traffic Control Equipment and Scene Lighting	3	\$5,617
8	North Richland Hills Police Department	Heavy Duty Response Truck Equipped with Traffic Control Equipment	1	\$78,028
9	Weatherford Police Department	Traffic Control Equipment, Scene Lighting and Accident Investigation Technology	4	\$21,937
		Total	29	\$676,425

- **Schedule**

DATE	ACTION
March 28, 2014	Surface Transportation Technical Committee (STTC) (Information Item) – Introduced Incident Management Equipment Purchase Call for Projects idea
April 25, 2014	STTC (Action Item) – Requested approval to conduct a call for projects and use TDCs
May 8, 2014	RTC (Action Item) – Requested approval to conduct a call for projects and use TDCs
June 16, 2014	Opened Call for Projects (60 days)
Aug. 15, 2014	Closed Call for Projects
August/September 2014	Evaluated Submitted Proposals (30 days)
Sept. 26, 2014	Regional Safety Advisory Committee Meeting
Dec. 5, 2014	STTC (Action) – Approval of selected projects pending comments from public meetings
Dec. 8-10, 2014	Public meetings
Jan. 8, 2015	RTC (Action) – Approval of selected projects
Jan. 22, 2015	Executive Board Meeting

D. Proposition 1 Status Report – presented by Michael Morris (Farmers Branch), Adam Beckom (Fort Worth) and Christie Gotti (Arlington)

- **The state’s Economic Stabilization Fund (or Rainy Day Fund) is largely funded by oil and gas production (or severance) taxes. With the approval of Proposition 1, a portion of these funds will now be allocated annually for traditional roadway projects. TxDOT and the MPOs are working together to select projects that should receive funding.**
- **Background**
 - Texas voters approved Proposition 1 in November 2014.
 - 80 percent approval statewide
 - 85 percent approval in urban areas, e.g. Dallas-Fort Worth region
 - Anticipated allocation of Proposition 1 funds:
 - ~\$1.75 billion per year statewide
 - ~\$350 - \$400 million per year in Dallas-Fort Worth region
 - Proposition 1 funding provides revenue for transportation as long as the oil and gas industry remains strong in Texas.

- **Six Guiding Principles for Project Selection**
 - The Texas Transportation Commission convened a committee of elected and appointed policy officials to develop principles for selecting projects.
 - Principles
 - Use formula allocation.
 - Ensures a fair allocation of funds to regions across the state.
 - Bottom-up approach to project development.
 - Input from communities and regional agencies is important in determining which projects receive funding.
 - MPOs have broad-based, collaborative public involvement procedures that involve TxDOT.
 - MPOs will assist TxDOT with public involvement throughout the process.
 - Project selection should come from the regions.
 - Legislature should give greater flexibility to TxDOT to get projects ready.
 - Innovation in project design and delivery should not be stifled by legislative rules.
 - Greater focus on transportation systems rather than individual projects to create opportunities for statewide benefits.
 - Projects receiving funding should benefit the state's transportation system, so TxDOT and the MPOs will coordinate to develop projects that help both metropolitan areas and less populated areas.
- **Next Steps Statewide**
 - Step 1: Establish funding allocations
 - The Texas Transportation Commission is expected to determine final funding allocations in December 2014.
 - Step 2: Project selection by MPOs and TxDOT districts
 - All projects must be included in the Transportation Improvement Program.
- **Focus Areas**
 - Projects on the Interstate Highway System or the State Highway System
 - Traditional roadway projects (transit, bicycle/pedestrian and toll roads are ineligible, according to constitutional amendment approved in Proposition 1)
 - Projects should be ready to let by December 2015 for the first round of funding
 - Additional projects to be identified in the second, third and fourth years
 - No supplanting of project funds
 - Proposition 1 funds may not replace other funds on a project in order to free up those funds for a project that is ineligible for Proposition 1 funding.
 - Projects eligible for Proposition 1 funding should currently be unfunded.
 - All counties may receive a project by the fourth year
- **Coordination with TxDOT**
 - TxDOT and NCTCOG staffs have inventoried potential projects over the last several months in anticipation of a successful election.
 - Coordination efforts will continue as a draft project list is developed.
 - Congestion is a focus for the MPO, while connectivity is a focus for the TxDOT districts.

- Lead the state in developing statewide connectivity projects, e.g. IH 20 corridor improvements.
 - NCTCOG could fund a project located outside the region that has significant benefits for the region.
 - To advance projects, NCTCOG could provide its Proposition 1 funding to neighboring MPOs and TxDOT districts one year in exchange for that agency's Proposition 1 funding in the following year.
 - May involve a two-phased approval process to accommodate early lettings instead of letting projects later in the year.
- **Timeline**
 - November 2014 – Voter approval
 - December 2014
 - Anticipate state approval of funding distribution
 - NCTCOG committee meetings for information
 - Public meetings
 - November 2014 - January 2015 – MPO/TxDOT districts develop list of projects
 - January 2015 - February 2015 – NCTCOG committee meetings for action
 - February 2015 – State approval

ORAL COMMENTS RECEIVED AT MEETINGS
(Meeting Location in Parenthesis)

Transportation Improvement Program (TIP)

Oscar Slotboom, Citizen (Farmers Branch)

A. Appendix D

Question: In the Transportation Improvement Program modifications document, there is frequent reference to Appendix D. What is Appendix D?

Summary of response by Ken Bunkley: Appendix D lists projects that are beyond the scope of the TIP's four-year timeframe. The current TIP includes projects for Fiscal Years 2015 – 2018. These projects are added to the current TIP in Appendix D for environmental reasons. For example, projects cannot receive environmental clearance until they have been added to the TIP. Therefore, we list these projects in Appendix D; these future projects are already included in the Metropolitan Transportation Plan (MTP), and we are listing them in the TIP to make the public aware of them while they await environmental clearance.

Summary of response by Michael Morris: Appendix D alerts the public that a transportation agency wants to make an improvement and has begun looking at options and seeking public input to develop consensus on the project. Projects in Appendix D are not ready to go to construction within the next four years, but it is important for the public to participate in the planning processes that are already occurring.

Proposition 1

Oscar Slotboom, Citizen (Farmers Branch)

A. Project eligibility

Comment: You said that tolled projects, such as IH 35Express, are not eligible for Proposition 1 funding. Then, you mentioned that IH 30 and SH 360 would be eligible for funding. However, tolled lanes are planned for both of those roads.

Summary of response by Michael Morris: The tolled lanes on IH 30 are already under construction, so obviously it will not receive Proposition 1 funding. No project can receive Proposition 1 funding if it has a tolled element. These funds are not yet available.

Question: But, then why are we discussing the possibility of IH 30 and SH 360 being eligible for funding from Proposition 1 if they are part of tolled facilities? There are two reversible tolled managed lanes on IH 30.

Summary of response by Michael Morris: Those lanes are no longer tolled by the time they reach Tarrant County. The IH 30 facility is only tolled in Dallas County, and the interchange with SH 360 is in Tarrant County. The tolled managed lanes on IH 30 are intended to provide connectivity to SH 161 and end before the interchange with SH 360.

Nicholas Sakelaris, Dallas Business Journal (Arlington)

A. Project eligibility

Question: You said that toll roads are not eligible for Proposition 1 funding, so does that restriction also exclude projects with tolled managed lanes?

Summary of response by Christie Gotti: That is correct. That restriction certainly limits the facilities in our region that are eligible for this funding.

Mark Piece, Citizen (Farmers Branch)

A. Projects likely to receive funding

Question: What do you think the three projects most likely to receive Proposition 1 funding are?

Summary of response by Michael Morris: We have not gotten that far into our selection process. The biggest project we are currently considering is the staged construction of the interchange at IH 30 and SH 360. I think we may also have several smaller projects that receive funding as well. IH 30 running east from downtown Dallas is obviously a priority; the Blacklands Corridor study drew a lot of attention to the transportation needs in that part of the region. We ultimately chose not to support that particular project in favor of investing in either IH 30 or US 380.

Transportation needs in Collin County also need to be addressed. The population in Collin County will double by 2040, and they will need new infrastructure to support that population. They will need intersection improvements and thoroughfare streets and facilities that are not tolled. That part of the region may also benefit from rail. I think the Cotton Belt project would be a good solution.

The city of Dallas does not need wider road facilities, but they do need intersection improvements and better traffic signals. However, that approach is not appropriate for Collin County, which still needs to build a gridded thoroughfare system.

At present, our process for Proposition 1 project selection is in the inventory stage. We are trying to determine what projects exist, and we will probably develop different priorities for each county to make sure that all 12 of our counties are benefiting from Proposition 1. Public input is very important to this process. Proposition 1 funding is certainly a start, but the need for transportation funding is much greater than what Proposition 1 provides.

Stephanie Halliday, Citizen (Farmers Branch)

A. Impact of energy prices on revenue

Question: Will declining energy prices impact the amount of funding available through Proposition 1? Is the amount available going to be significantly lower than the \$1.75 billion that was forecasted?

Summary of response by Michael Morris: The \$1.75 billion is revenue that has already been collected, so that funding will be available the first year. In the next two or three years, revenue may be lower than originally anticipated, but energy prices are contingent on several factors, so it seems unlikely that they will remain this low for many years. Next year's amount may be half of this year's, but it will still provide funding for transportation projects.

Chad Edwards, Dallas Area Rapid Transit (Fort Worth)

A. Public comment opportunities during project selection process

Question: Will there be an opportunity for the public to comment on the list of projects that the MPO and TxDOT recommend for Proposition 1 funding?

Summary of response by Adam Beckom: Yes, we expect to hold public meetings in January, but we are not certain of that timeframe since projects are still being reviewed.

Comment: Please mention this opportunity for public comment at future meetings.

Summary of response by Adam Beckom: I will be sure to do that.

Duane Hingst, Klotz Associates (Fort Worth)

A. Six Guiding Principles for Project Selection

Question: On Slide 3 of the Proposition 1 presentation, can you please explain what is meant by the "bottom-up approach to project development?" It is the second principle listed.

Summary of response by Adam Beckom: The bottom-up approach means that regional agencies should have a significant role in selecting the projects that receive Proposition 1 funding instead of waiting for the TxDOT administration in Austin to make decisions. The fifth principle about flexibility refers to the process through which projects are let. According to Proposition 1, some projects must be let in the first year of funding availability. However, only a certain number of projects may be let in a single year; these are called "letting caps." The fifth

principle would allow these letting caps to be raised or enable project funding to move around within TxDOT so that projects can be funded when they are ready to be let. Staff would prefer an approach that forecasts funding allocations for the next two or three years so that we can prepare to develop larger projects with Proposition 1 funding rather than develop smaller projects simply because they are further along in the process. In other words, it would be more likely that we could use Proposition 1 funding for larger, more effective projects if we had additional time to prepare projects before accessing those funds.

Question: Can you explain the sixth principle that calls for focusing on the transportation system instead of projects?

Summary of response by Adam Beckom: The intent of this principle is to make sure that projects receiving Proposition 1 funding benefit the statewide transportation system as a whole. For example, we do not want to fund projects that solve one problem but create a bottleneck somewhere else in the transportation system. By working with the TxDOT district offices, we can focus on connectivity issues, such as the IH 20 corridor that connects East Texas and Dallas-Fort Worth. From TxDOT's perspective, it is important to ensure connectivity between Shreveport and Dallas-Fort Worth. However, the MPO staff believes that many connectivity issues are also related to congestion, so we want to work closely with TxDOT to make sure that projects address both congestion and connectivity.

Robbin Webber, City of Rowlett (Arlington)

A. Communicating transportation needs to TxDOT and NCTCOG

Question: I already have a State Highway project being designed that involves two counties. How do I make sure that this project is included on the list of projects recommended for Proposition 1 funding?

Summary of response by Christie Gotti: Please send us an email with project details and coordinate with your TxDOT district to provide them with this information as well.

Comment: TxDOT is already aware of the project since they provided planning assistance. Furthermore, since it is a State Highway, it is on their system.

Summary of response by Christie Gotti: It is possible that TxDOT has already told us about this project then, but please let us know any information so we can add the project to our inventory list in case it is not yet on it. I would advise anyone who has a project that may be eligible for Proposition 1 funding to send us information so that we can make sure it is included on our inventory list.

Rail Projects

Al Taylor, KW Realty (Farmers Branch)

A. Cotton Belt

Question: What is the status of the Cotton Belt project? I think it is a vital link and not enough attention is being paid to it. We need to make this project happen.

Summary of response by Michael Morris: The Cotton Belt project is included in the metropolitan transportation plan (MTP), and our partners in Fort Worth are moving forward with their plans to build rail from downtown Fort Worth to D/FW Airport. I think this particular part of the project is important because it provides a connection to the light rail line that connects the airport to Dallas.

The Cotton Belt project would also connect to the potential intermodal hub being developed in Carrollton. Six rail lines would converge there, promoting walkability and mixed-use development and connections by commuter rail and light rail. This includes a planned line that would run from Las Colinas to Frisco and the Cotton Belt line that would run from the airport to Richardson. The Cotton Belt line would also benefit Addison, which is still waiting for rail from DART.

Although NCTCOG wants to advance this project, there is a funding issue because DART no longer has enough money to build rail. Instead, they are proposing to use the corridor for bus rapid transit.

Comment: I do not think bus rapid transit would be well-received in this corridor.

Summary of response by Michael Morris: I personally prefer rail to bus service because it has the ability to influence land-use. Building the Cotton Belt sooner rather than later could help shape land-use in the region as it continues to grow. Although the Cotton Belt project is not eligible for Proposition 1 funding, we believe there must be an innovative way to build it.

Question: Is DART pursuing this project?

Summary of response by Michael Morris: Yes, we would like to set up a meeting with DART in early 2015 to understand their vision for the corridor. I think you could start seeing articles in the paper about this effort in January. In addition, there is the possibility of a commuter rail line from Las Colinas to Frisco. We want to support rail initiatives to provide more multimodal options as the region grows.

Question: Where did Fort Worth receive the funding to develop their portion of the Cotton Belt?

Summary of response by Michael Morris: Fifty percent of the money is local, and 50 percent comes from the Federal New Starts Program. Also, the RTC has invested \$100 million in the rail line that runs between Fort Worth and the airport.

B. High-speed rail

Question: I understand that the proposed high-speed rail project from Dallas to Houston would be privately financed. It is my preference for the Dallas station be located near Union Station downtown because Union Station is the hub for all of the rail lines coming into Dallas. On the other hand, I do not think the proposal to build high-speed rail between Dallas and Fort Worth makes sense. It would be a better idea to upgrade the TRE. For a third of the cost of building a new high-speed rail line, the TRE could be double-tracked with express trains. It would be very expensive to build the high-speed rail option.

Summary of response by Michael Morris: The problem with the TRE option is that it would not connect with the high-speed rail line that is planned from San Antonio to Austin to Fort Worth. The goal would be for passengers to have a one-seat ride. For example, a passenger from

Austin to Dallas could stay on the same train and reach his or her destination much more quickly instead of having to make a transfer to a slower train after arriving in Fort Worth. Dallas-Fort Worth, Houston and San Antonio-Austin are all growing very quickly, and it is rather easy to build rail in Texas due to the geography. Integrating these three regions with high-speed rail is a very exciting possibility. The highway system cannot handle this growth alone. NCTCOG's responsibility is to plan for 2035, so we have to imagine how transportation will work in a region with almost 10 million people.

Scott Ames, Citizen (Farmers Branch)

A. Funding for future rail projects

Question: Where does the money for rail improvements come from?

Summary of response by Michael Morris: Funding for rail initiatives is a challenge for the region. There is the federal New Starts process, but it requires a 50 percent funding match from the local agency. Unfortunately, DART does not have that kind of funding available to them right now. The T had to save money for several years to reach the \$400 million matching requirement required for their New Starts application for TEX Rail.

I think the future funding for our rail corridors may come largely from private-sector developers, i.e. people who build apartments, condominiums, retail stores and shopping plazas. Mixed-use projects potentially have a higher value for developers. I think we need to begin conversations about how this sort of funding could work.

Question: How did private development work for the area around AT&T Stadium in Arlington? It is a huge regional and national attraction, but it is incredibly difficult to reach.

Summary of response by Michael Morris: Construction on IH 30 from Dallas to Arlington is currently underway.

Comment: I have lived in Dallas for 30 years, and I cannot remember a time that IH 30 was not under construction.

Summary of response by Michael Morris: The IH 30 improvements are nearing completion. Furthermore, Proposition 1 funding may be used to improve the interchange at IH 30 and SH 360. In addition, there is a possibility that a proposed high-speed rail line from Fort Worth to Dallas to Houston could run along the IH 30 corridor as well. The environmental process for that project, which will probably take five years, has just begun.

Transit Funding

Victor Ibewuiké, Dallas Area Rapid Transit (Farmers Branch)

A. State of Good Repair Program

Question: If DART were to plan for transit services under the State of Good Repair Program, would it be able to use POP formula funds to refund its planning activities? Did you say the funds are only available for capital costs?

Summary of response by Nick Vail: Yes, those funds are only available for capital costs. The FTA wants to make sure that train service is maintained in a state of good repair before expanding service further. Therefore, only DART and The T receive funds through the program, and they can only be used for maintenance and not new capacity.

Summary of response by Michael Morris: There seems to be public support for building the Cotton Belt. However, it is important to remember the example of the transit agency in Washington, D.C. There was a collision with a fatality there because of a faulty control system. We do not want to build the Cotton Belt at the expense of an existing rail facility. Keeping our rail facilities in a state of good repair is very important before additional capacity is added.

Scott Ames, Citizen (Farmers Branch)

A. DART funding

Question: I am very confused by the transit presentation. I do not understand how funding works. For example, DART has said that they will not have funding available in their budget to build new rail facilities for at least 30 years, but I just recently heard that they announced a plan to extend the Blue Line three or four miles. Where did they find funding to do this?

Summary of response by Michael Morris: DART creates a 10-year financial plan that allocates funding for specific projects within the next 10 years. When DART says they no longer have funding available for future projects, they are referring to projects beyond the 10-year scope of their current financial plan, e.g. the Cotton Belt project. Therefore, with the current funding available to them, DART is not able to add projects to its 10-year plan.

Anna Mosqueda, Denton County Transportation Authority (Farmers Branch)

A. Opportunities for innovative transit funding

Question: I work for DCTA, and I want to commend NCTCOG for how well it communicates with its partners. NCTCOG is very careful to explain technical processes to us, and it is amazing how many projects NCTCOG is able to fund with the very limited resources that are available.

I understand that Proposition 1 specifically excluded transit projects, which was unfortunate. But, do you think bus shoulders on highways would be considered transit or roadway projects?

Summary of response by Michael Morris: Since this is a new approach to funding transportation that the Legislature has provided us, I think we have to respect their wishes and avoid any projects that contain transit or tolled elements. However, there may be other sources of funding available for that type of project. If you communicate to us about your needs, then we can help you determine what sort of funding to pursue.

Comment: Recently, there has been a lot of discussion across the state about opportunities to fund these types of projects and how different transit agencies try to secure funding.

Summary of response by Michael Morris: The RTC has not heard much from the three transit agencies in our region. We sent out a letter to the transit agencies about six to 12 months ago asking for projects that would implement new services to advance innovative solutions. We are interested in finding a way to connect the Denton area to the area around Fort Worth Alliance

Airport. There may also be people from Fort Worth trying to access the University of North Texas.

There are examples of innovative transit projects happening around the region. DART is working with the city of Mesquite to provide them with transit service, and there are also services available to elderly individuals and people with disabilities living in Collin County who also reside in the DART service area. Tearing down barriers between providers and agencies will help advance transit goals.

Comment: DCTA has an issue with the Urbanized Area formula because it is based on historical service delivery. Reporting through the National Transit Database always has a lag, but this affects how much money is available to the region. That lag does not accurately reflect the growth in transit ridership that we are seeing, though. Growing areas are at a disadvantage compared to the legacy transit systems on the East Coast.

Summary of response by Michael Morris: This is really an issue for you to address to your Congressional representative. I would caution you about pursuing this because it is entirely possible that legacy transit systems may actually be experiencing greater growth in transit ridership than newer areas.

Comment: We understand that it is a balancing act, but areas like Denton and Collin County are growing very quickly and need funding to keep up with growth.

Jamie Terrell, American Airlines (Fort Worth)

A. Transit services near D/FW Airport

Question: The flyer advertising this public meeting states, "The following agencies' programs of projects will be presented: city of Arlington, city of Grand Prairie, city of Mesquite, City/County Transportation, DART, DCTA, The T, NCTCOG," and a few others. This flyer is what brought me to your meeting. I saw The T's presentation here this evening, but where are the others? I thought there would be more to this meeting than what was presented.

Summary of response by Nick Vail: The information you are looking for is in the handout in the packet with your agenda. As the metropolitan planning organization (MPO), we are not representing any of the transit agencies specifically, which is why William Johnson from The T joined me in presenting tonight. The transit agencies may have their own public meetings or opportunities for public comment in addition to ours. If you have comments on any proposed programs or projects you see in the handout, we can certainly relay them to the agencies. In the handout, you can also review the projects awarded to specific providers.

Comment: I think I just expected something more comprehensive. Is all of this information available on your website?

Summary of response by Amanda Wilson: Yes, all of our presentations and handouts from public meetings are available on our website. Please let us know if you have suggestions about how we can improve these presentations, especially if there is other information we can present about the Public Transportation Agency Program of Projects that would make the presentation more comprehensive in nature.

Summary of response by Nick Vail: Is there a particular service in the Program of Projects that interests you, or are you just wanting a broad overview?

Comment: We are located just south of Dallas-Fort Worth International Airport, so we are interested in the Arlington MAX service, DART, DCTA and The T. We are interested in anything related to transit in that area.

Summary of response by Nick Vail: On Page 4 of the handout in the section on the Urbanized Area Formula Program, there is a project by the transit provider Handitran. We are proposing to provide operating assistance – for example, funds to pay drivers and purchase fuel – that will enable the MAX service to continue operating for one more year. This service previously received funding in our competitive call for projects, and they are proposing to continue this service with our assistance for one more year while the operators, in particular the city of Arlington, develop a long-term vision for transit in their city. These funds will help bridge that gap.

Also, Grand Connection is asking for funding for vehicles and maintenance so that they can continue to provide paratransit services to the city of Grand Prairie. Finally, The T is requesting funding to continue their CentrePort Shuttle that transports people between the TRE CentrePort Station and D/FW Airport.

Chad Edwards, DART (Fort Worth)

B. TAPS funding awards

Question: In the POP handout, I see that the Texoma Area Paratransit System (TAPS) is receiving General Planning Funding in two Urbanized Areas – McKinney and Dallas-Fort Worth-Arlington. Can you please elaborate on what they will be planning with those funds?

Summary of response by Nick Vail: As you know, TAPS can operate service throughout Collin County. Since two of our Urbanized Areas are located at least partially in Collin County, TAPS is able to receive funding through POPs in both areas. It is my understanding that TAPS intends to create a systemwide plan, which they have never done before. They want to take a look at their operations in Collin County, especially now that more cities there are interested in transit service. Cities in southern Collin County have several options for transit providers, so TAPS wants to establish a plan for itself.

Question: It looks as though TAPS has been awarded about \$275,000. Is this funding for the county plan?

Summary of response by Nick Vail: Yes.

William Johnson, The T (Fort Worth)

A. Upcoming public involvement opportunities for The T

Comment: The T, in a collaborative effort with partners like NCTCOG, is in the process of updating its transit master plan. This plan update is not being funded through the Fiscal Year 2015 POP since we have other sources of revenue. However, I wanted to make everyone aware of a public outreach component intended to engage the public in this process. For example, there will be an interactive website, interactive blog and social media campaign to

reach the public. We will also send a bus to communities to directly solicit feedback from citizens. In addition to these efforts, there will also be surveys and traditional public meetings. We expect this process to begin in early 2015.

Shawn Poe, City of Allen (Arlington)

A. Changes in POP funding

Question: Has the POP funding changed from last year?

Summary of response by Nick Vail: Yes, there has been a slight change in formula funding. In the last few years, we have seen approximately one to two percent increases. Between 2012 and 2013, there was a larger than average increase in funding because the formulas were updated with new population figures from the 2010 census. The census effectively captured 10 years of regional growth at a single point in time, which is noticeable in the formula allocations.

Mike Garrison, Brown and Gay Engineers, Inc. (Arlington)

A. Funding for transit-oriented development

Question: Are transit-oriented developments (TODs) funded through the POP? How does federal and state funding for TODs work, or is funding primarily arranged by municipalities and private developers?

Summary of response by Nick Vail: TODs are not a factor in federal formula funding. Formula funding for Urbanized Areas – about \$75 million per year – is determined by population, population density, number of low-income employees and transit service statistics such as vehicle revenue miles, directional route miles for rail, passenger miles and operating expenses.

NCTCOG Communication Practices

Scott Ames, Citizen (Farmers Branch)

B. Clarity in communication

Question: What is NCTCOG and what do these acronyms mean? It seems like every transportation agency has their own alphabet, acronyms and jargon. It is very difficult to understand. How are you even able to understand each other?

Summary of response by Michael Morris: I try to communicate clearly and encourage my staff to do so as well. I think it is important to use metaphors to help people understand these technical documents. For example, I like to refer to the TIP as “the checkbook.” However, we can do a better job. Appendix D is a good example of an item that we need to better explain. Feedback about the quality of our communication with the public is very important to us.

Question: To be clear, are you saying that you are trying to help us understand and not intentionally confuse us?

Summary of response by Michael Morris: I have been doing this work for 35 years, and it is very important to me that staff avoid technical jargon and acronyms when communicating with the public and with partners.

Transportation Development Credits

Tim Juarez, TxDOT (Arlington)

A. Balance of TDCs

Question: What is the region's TDC balance?

Summary of response by Christie Gotti: If you are interested in detailed information about TDCs, there is information on the agenda about how to access an annual report on projects that benefited from TDCs. In summary, the region has about 465 million TDCs, and so far we have awarded about 135 million to specific projects. A balance of about 330 million unawarded TDCs remains. The RTC will soon begin working to determine how it wants to award these remaining TDCs. In the POP presentation, it is proposed that 5 million of these TDCs be awarded to small transit providers. The RTC had previously awarded 5 million TDCs for transit purposes earlier in the year and announced its intention to make additional incremental allocations on an annual or semiannual basis.

Freeway Incident Management Call for Projects

Jerry Dittman, City of Mesquite (Arlington)

A. Future calls for projects

Question: Since this is the first time there has been a call for projects for incident management equipment, I am wondering if you are planning to hold another one in the future. Do you think you may hold the call annually or biannually?

Summary of response by Camille Fountain: We plan to hold another call for projects, but have not yet determined when it will be.

Summary of response by Natalie Bettger: There is additional funding available for another call for projects, but we have not set a schedule for when it will occur. Are you interested in another call?

Comment by Shawn Poe, City of Allen: Absolutely.

Comment by Jerry Dittman, City of Mesquite: When there is a new call like this, it is a learning experience. There is a lot of uncertainty about what types of projects are likely to receive funding, so smaller cities are reluctant to spend much time preparing applications if they do not think their projects will receive funding. Therefore, it is very interesting to see which projects were selected for funding.

Summary of response by Natalie Bettger: We want to collect data on the projects that were selected, so we can determine how useful these projects are and have a chance to develop best practices. Hopefully, we can gather partners before the next call to learn about the projects that will have been implemented through this call. We want to improve future calls by engaging partners in these efforts.

WRITTEN COMMENT FORMS

Name and Title	Agency, City Represented	Topics Addressed	Comments
John Monaco	Mayor, City of Mesquite	Support of the Public Transportation Agency Programs of Projects and Funding Initiatives and Modifications to the Transportation Improvement Program	Attachment 1

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Kelly Burns, October 14, 2014

I oppose the Blacklands Toll Road. The issues that were identified during the October RTC meeting are relevant. In addition, I'd like to add some food for thought. This region was not up for any additional highway / tollway before Public Werks created a need. The construction on Hwy 78 was in the infant stages, so surely the NCTCOG and RTC had studied the area thoroughly. Now, the population study has increased and we need a toll road. Why a toll road? Shouldn't a toll road be a last resort and not a recommendation for a new thoroughfare? The Collin County Outer Loop in the plan, but not under construction. The TTC informed me that construction would begin in 2015, once they have approval. This is what is so scary. Planning for growth has to be scaled. Approving a project like this needs to be planned and forecasted into the future. We do not need this right now. Maybe the area should be studied again in a couple of years. Just because an investor is ready doesn't make the timing right.

I would like to request that the Blacklands Project be tabled for now.

G. Dan Minge, October 15, 2014

The people have spoken, and all the respective city councils have acknowledged citizen ire by passing proposals in opposition to the planned toll road path through private property.

There is no opposition to improving traffic flow, but forcibly taking private property to build a private toll road for personal profit is simply wrong!

The entire process has been shrouded in secrecy, but Mr. Morris openly promised us that if cities are opposed, NCTCOG would recommend to RTC that the plan as we know it be scrapped. And, we expect this shameful ill-conceived plan, taking private land for personal profits, to become history.

Donna Elworth, October 15, 2014

My husband, Garrett, and I oppose the development of the Blacklands Toll Road.

We purchased property(5.5 acres) at FR 383/384 intersection in Caddo Creek division in Levon right off of 205 in 2005. We built our home in 2007. We have lived here now for 7 years. We love it out here because it is truly country living. We have a greenbelt next to our backyard, It is so refreshing to go out to the back patio, drinking coffee while taking in the beautiful view. We listen to birds, see wild animals like coyote, deer, armadillo, possum, and owls. We retired here with the hope of one day willing our property to our grandbabies, who absolutely love to visit.

We have done so much to improve our property. We developed an orchard, planted many trees and shrubbery, put in a well, and started a vegetable garden and blackberry patch. This is our home and we do not wish to be removed from it. Please, do not destroy the dreams of so many for the sake of a toll road. There must be more reasonable alternatives to easing road congestion without removing people from their homes.

Sean Walker, October 16, 2014

John or Neal,

I first emailed you on 9/27 and Neal promised me a response and I have yet to get one. We are all waiting on a response to the questions below. Are you not responding because TTC has decided that there is too much opposition against this project to precede or is it something else? I know where your office is located, do I need to come in person to get an answer?

I drove the area CPR1 & CPR2 yesterday 10/13/14 and still did not find any other surveyed routes.

Your response is appreciated.

Begin forwarded message:

From: Sean Walker <seanwalker75@rocketmail.com>

Date: October 7, 2014 at 8:11:40 PM CDT

Kelly,

I agree that it does seem that there is something "corrupt" or "Illegal" going on but I really just want an answer from either Neal Barker or John Crew (PublicWerks) on this.

Is this the chosen route? This map is dated July 2014 which would mean that you were aware of the chosen route during the last public meeting in Rockwall and smaller intimate meetings when the public was told that there was no picked route. The route in the photo attached is the current route that is surveyed, (CPR1 & 2) in segment C.

Neal? John? We need and want specific answers.

On Oct 7, 2014, at 5:05 PM, Kelly Burns wrote:

Sean,

There is no other route. Attached is a map of their conceptual route. It is the route being surveyed. Mr. Barker lied to us, while staring us in the eye, when he told us they had multiple routes being surveyed. This whole thing reeks of corruption and illegal payoffs.

On Tue, Oct 7, 2014 at 3:22 PM, Sean Walker wrote:
Mr. Barker,

This is my 3rd request. Will you please provide the timeline I have asked for? I drove the other two proposed routes in my area this afternoon and still don't see survey markers.

On Oct 1, 2014, at 8:28 AM, Sean Walker wrote:

Neal,

I appreciate your response regarding the survey markers marking right of way across our local Farm Market roadways on proposed routes CPR1 & CPR2, aka "paintings on the ground".

It is a simple question that as an executive & leader with the company wanting to build this Tollway should know without having to have any meetings. You stated at the meeting that your company contracted the engineering firm Huitt-Zollars to survey ALL proposed routes. The question is still, When can we expect to see them out at all other proposed FM/HWY crossings surveying and marking "Topography"?

Your transparency in the matter is appreciated.

On Sep 30, 2014, at 6:28 PM, Neal Barker wrote:

Sean-

I remember you well and appreciate your message. My answers in Rockwall were sincere that we have not chosen a route. I am meeting with my team tomorrow to find out exactly what is happening with these paintings on the ground and I owe you an answer as soon as I get it.

On Sep 27, 2014, at 5:32 PM, "Sean Walker" wrote:

Neal,

My name is Sean Walker and we spoke at the intimate meeting you hosted in Rockwall at the Hampton Inn on 9/25/14. If you don't remember me I was the guy sitting to your left who kept asking you the specific route that your organization has chosen. Your response was that the engineering firm you hired is only doing "Topography" surveys along the proposed routes of CPR1 & CPR2 near Lavon & Nevada. In fact the representative stated the same thing and you both assured me that this is not the final chosen route. Of course we doubt your response because you can draw a line between the points being surveyed and it aligns with your proposed routes. (See attached - Red boxes indicate survey locations)

Today I spent the day driving ALL the proposed routes you have given the public in Segment "C". I drove up and down a majority of the bigger FM roadways and HWY's and I could only find one of the routes surveyed. It starts with the picture attached and I can follow only a single route. When exactly will you have the engineering firm out to survey ALL the other routes.

You say that a single route has NOT been chosen but I can imagine that it costs a lot of money per surveyed location so it would make sense only to pay for the roadways it is actually going to cross. Will you tell me when I can expect to see ALL the other routes

surveyed? Please let me know so I can put everyone in CPR1 & CPR2 (Lavon, Nevada) minds to rest.

D.S. Bellinger, October 16, 2014

The residents in the proposed Blacklands-Northeast Gateway corridor wholeheartedly reject any version of the toll road coming through our communities. It's unnecessary and we'd rather see limited resources focus on expansion of I-30 sometime in the future when traffic warrants further expansion. We vehemently oppose a private corporation having and wielding the power of eminent domain for its own private profiteering at the expense of Texas landowners. Projected traffic for this corridor has been inflated by NCTCOG compared with TxDOT's projections, and neither forecast justifies any kind of road, much less a toll road through the Blacklands corridor. We ask the RTC/NCTCOG to **NOT** include the Blacklands-Northeast Gateway toll road in its short or long range plans (neither the TIP nor MTP). RTC/NCTCOG should heed the public outcry and stop this unneeded toll road dead in its tracks.

NO Private Toll Road. NO Northeast Gateway Toll Road. No Blacklands Corridor Toll Road.

Expand and fix the existing routes as needed. Such as IH-30 lanes, even optional toll lanes on IH-30 IF needed. The other routes are still underused.

The currently proposed private toll road is unwanted by the voting citizens, as well as the vast majority, if ultimately not all, of the cities along the proposed route.

The numbers, even the inflated numbers DO NOT WORK. using percentages gives a skewed perspective. 100% ,200% or more growth of a very small population is still a small number. While traveling, this week, on 66 between Royse City and Greenville there were exactly 2 TWO cars traveling east, for a period of approximately 3 minutes each. Not the complete route, I was alone on the road until I reached Greenville. $2 \times 500\% = \text{NO TOLL ROAD}$.

B. Hargrove, October 16, 2014

I DO NOT WANT THE BLACKLANDS-NORTHEAST GATEWAY TOLL ROAD!!! How about you try Improvements/expansion of I-30, Improving local arterials roads, Park and ride facilities, get cars off the road and let people ride the rail. Improve timing of stop lights on local roads, finish the roads that are under construction. We do NOT NEED OR WANT a TOLL ROAD to be built while destroying our way of country life. And after the money hungry fools make their 78 millions dollars a year net, if they don't go bankrupt. Then we have to pay with our taxes to maintain and keep up with this unnecessary toll road. I have lived on this property in Millwood, outside of Lavon , 2 miles, for over 30 years. I am a senior citizen. This land has been in our family for over 125 years. NO TOLL ROAD!!!!

The residents in the proposed Blacklands-Northeast Gateway corridor wholeheartedly reject any version of the toll road coming through our communities. It's unnecessary and we'd rather see limited resources focus on expansion of I-30 sometime in the future when traffic warrants further expansion. At this time, projected traffic for this corridor has been inflated by NCTCOG compared with TxDOT's projections and neither forecast justifies any kind of road, much less a toll road through the Blacklands corridor. We ask the NCTCOG to NOT include the Blacklands-Northeast Gateway toll road in its short or long range plans (neither the TIP nor MTP).

NCTCOG should heed the public outcry and stop this unneeded toll road dead in its tracks.

B. Hargrove--Mad as hell that just anybody and take my home and land for profit!!!

Kathy Senase, October 16, 2014

Against this toll road: Rowlett leaders sound off on Northeast Gateway; mayor to send letter of opposition

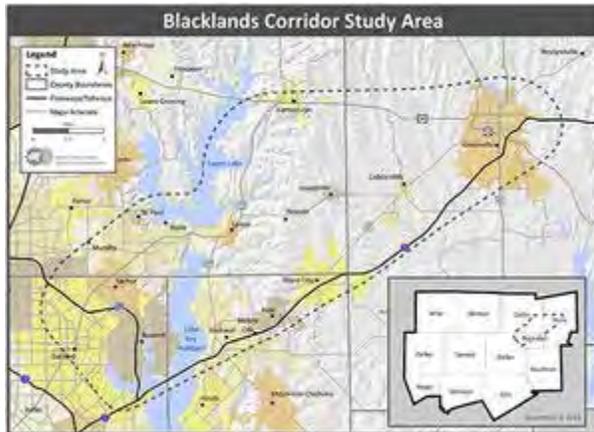


Photo courtesy of North Central Texas Council of Governments

The Blacklands Corridor Feasibility Study explores the transportation needs for a 440-square-mile area including portions of Collin, Dallas, Hunt and Rockwall counties, that transitions from urban land use in the west to more rural use in the east

William Taylor, wtaylor@starlocalmedia.com | Posted 7 hours ago

Rowlett city leaders are reserving judgment on a proposed toll road between Garland and Greenville no more.

Mayor Todd Gottel says he will be sending a letter this week to alert the North Central Texas Council of Governments, that though the City Council has yet to pass a resolution on the Northeast Gateway toll road, council members have reached a consensus against it.

"I'm totally against it," Councilmember Robbert van Bloemendaal said, echoing similar statements offered by his colleagues at Tuesday night's council meeting. "I don't see any benefit for the city of Rowlett."

Interstate 30 should be improved instead, council members said.

The city also will be preparing a resolution against the toll road, but council members wanted to get their position known before the NCTCOG staff potentially makes a recommendation on the project by the end of this week, Gottel said.

Texas Turnpike Corp. can not proceed with property acquisition and construction if the Regional Transportation Council doesn't add the toll road to the area's transportation plan.

For weeks, Gottel had explained that he and other Rowlett leaders were withholding judgment until they could get more information on the project.

Not being able to get their questions answered was cited as one of the reasons for voicing opposition now.

Councilman Rick Sheffield recalled asking when he first learned of the project, “What’s in it for Rowlett?”

He didn’t get an answer from project supporters then and hasn’t gotten an answer still, he said.

Like other opponents of the project, council members also complained about the prospect of a private company using eminent domain to take private property, the noise another toll road would bring and other negative impacts along the road.

Equest, a nonprofit leader in using therapeutic horseback riding to help in the healing of Veterans, children and others, plans to move its operations from its property in Wylie to a 238-acre site across the road in Rowlett. But both properties are threatened by the proposed toll road and the healing process would be disrupted by the noise the project would bring, CEO Patrick J. Bricker has said.

Councilmember Debby Bobbitt cited the President George Bush Turnpike, located within a mile of her home, as an example of the noise another toll road would bring. “The sound just echoes like you would not believe.”

Potential routes for the proposed toll road could also harm the city’s Waterview neighborhood and golf course, reduce the land available for industrial development in the city’s Northshore area and cut through soccer fields at Rowlett Community Park, council members said. Sheffield said he doesn’t like the idea of 70-mile-per-hour traffic next to where children are playing.

Council members made their comments toward the end of a 2-plus-hour meeting, where toll road opponents, some standing, filled the council chambers and took turns voicing their concerns during the public comment portion of the agenda.

A press release from Texans Uniting for Reform and Freedom and Texans for Toll-free Highways described how opponents were spending Tuesday at several governmental meetings in the area, urging more elected leaders to go on record against the toll road project.

The city councils of Fate, Lavon, Nevada, Rockwall, Sasche and Wylie are already on record against it, the opponents said, urging the city councils of Caddo Mills, Greenville and Royce City and the commissioners courts of Hunt and Rockwall counties to do so also.

“It’s not going to look very good for you if you won’t stand with the other cities,” Linda Knight, of Wylie, told the Rowlett City Council, proposing a headline city leaders wouldn’t want to see: “Rowlett City Council supports toll road, buries Equest under asphalt.”

Instead, council members received applause from the audience.

Chris Hubley, of Wylie, said he was happy to hear the council members voice their negative opinions on the project and pledge to send a letter. Hopefully, they will follow that up by approving a resolution against the project soon, he said. "It seems like they will."

Mark, October 17, 2014

Re: Blacklands Corridor Transportation Study Update

Does this mean NCTCOG has finally listened to the people of North Texas who said "No, dont build that thing here because we do not want it"?

G. Dan Mingea, October 18, 2014

NCTCOG has relayed the strong unwavering sentiment of the citizens of the Blacklands Corridor relating to the proposed Greenville-Garland private toll road. It is clear that the taking of private property for personal gain is distasteful to the citizenry, and I trust you will act accordingly by blocking this ill-conceived shameful opportunistic land-grab.

Tesha Flores, October 19, 2014

I am writing to strongly oppose the Blacklands Corridor Tollway/Northeast Gateway Project. I feel there is no need for the Tollway. Everywhere we look now, land is being consumed with concrete! I know several people whom this Tollway would negatively affect and It should outweigh any positive this Tollway would bring, if there is any.

Pat Pfeffer, October 24, 2014

In the blackland study, what is the time frame associated with this and what is the status to be included or not for FM 1778, Nevada?

Christine Hubley, November 5, 2014

Dear members of the RTC,

I looked at the NCTCOG staff recommendation for your next meeting on November 13th and the agenda packet that was given to the STTC meeting. I am assuming the packet will stay the same for you.

I am happy to see that the recommendation is to leave the Northeast Gateway toll road OUT of the 2014 Mobility Plan Amendment. However, I am puzzled as to why the Northeast Gateway toll road area is marked for near-term study. Furthermore, I am confused as to why I-30 is marked as something to be looked at LATER than the Northeast Gateway toll road area. The NCTCOG study of our area produced several suggested solutions. I have attached a slide that I marked up from one of your presentations showing all of them. The expansion of I-30, according to NCTCOG's own evaluation, is the best solution. Fixing the bottleneck on I-30 and expanding other arterial roads are also favorable (they are equal to the new facility if you give equal weight to all categories). After speaking to many citizens and city councils alike, these

seem to be the options that fit our area best. Expanding I-30, fixing the I-30 bottleneck, and expanding arterials totals to an estimated \$620 million by NCTCOG's own estimates. These three solutions combined cost less than the proposed new facility solution (you estimated \$750-\$850 million) and would be far more effective for our area. I-30 is not a road to be looked at AFTER you revisit our area, I-30 is the SOLUTION to our area's transportation needs. If you insist on keeping an eye on us, please switch the timeline around and study our area again AFTER you have addressed I-30.

At first it seemed like a matter of not having the public funds. I am sure you are aware that proposition 1 passed and that the legislature is under increasing pressure to fix our state road funding issues. Not having public funds is no longer a valid excuse.

From what I can see, you have ALREADY spent plenty of tax payer money to do your study of our area, you have come up with some suggestions, and you now have money to implement the best suggestions. There is absolutely no need to spend more money studying our area again in the near future. Rowlett, Wylie, Sachse, Rockwall, Fate, Caddo Mills, Lavon, Nevada, Josephine, and Princeton all opposed a road coming through the area.

Please do not squander the money elsewhere and come back to our area with yet another name and tell us you need to put a toll road through our neighborhood because you don't have any money left. The citizens plan to watch how you spend your new funding.

Please remove our circled area from your "near-term study" plans and expedite plans to look at I-30 seriously. You already have a couple cities and several representatives strongly supporting expansion of I-30.

Strategy Evaluation

Strategy	Evaluation Criteria			
	Safety	Mobility	Environmental Impacts	Economic Development
1) Baseline (Mobility 2035 – 2013 Update Only)	0	0	0	-
2) Travel Options/TMS/ITS	+	+	0	0
3) Bicycle/Pedestrian Facilities	+	+	0	0
4) Freight Rail	0	0	0	0
5a) Rail Transit	+	+	0	+
5b) Express Bus	+	+	0	+
6a) Improvement of Local Arterials	+	+	-	+
6b) New Arterials Across Lake	+	+	-	+
7) Bottleneck Improvements to IH-30	+	+	0	0
8) Expansion of IH-30 Facility	+	++	-	+
9a) New Location Freeway	+	++	--	+
9b) New Location Tollway	+	++	--	+

Safety

Does the strategy have the potential to reduce crashes in the study area?

Mobility

Does the strategy have the potential to reduce congestion in the study area?

Environmental Impacts

Does the strategy have a potentially significant environmental impact?

Economic Development

Does the strategy facilitate regional economic development?

PRELIMINARY
SUBJECT TO FURTHER STUDY

Beth Knight, November 10, 2014

I would take the TRE train more often if it ran on 15-minute headways, instead of 30-minute headways. A 20-minute wait in the parking lot for the train equals a drive most of the way to my office.

Gloria Marino, November 10, 2014

Re: DFW High-Speed and Express Rail: PUBLIC MEETINGS NOV. 18-20

It will be nice if you consider North East side like Rockwall, Roisey, Forney Cities we take too long to get to Denton, Grapevine or Irving for example, all jobs are there and it's very difficult the travel with accidents, traffic etc.

Brenda Short, November 12, 2014

Tomorrow, Thursday, November 13, the RTC is scheduled to vote regarding the Northeast Gateway/Blacklands Toll Road project. I wanted to be sure the council is aware that yet another city, Caddo Mills, has passed a resolution against this project. The public outcry against the project has been tremendous. Please do not allow a private, for-profit corporation to hijack another transportation project in our area. With the election of a new governor and the growing anti-toll sentiment in the whole state, this project should not be pushed through the system the way it has been attempted. You should allow the lawmakers in Austin to do their duty and fix our transportation issues through better legislation and better funding of needed projects. Please, vote to stop the tolling and return Texas to a pay-as-you-go system for funding needed transportation solutions.

Attached is the resolution signed by the City of Caddo Mills.
Thank you for your time and attention to this matter.

RESOLUTION NO. 110314

A RESOLUTION OF THE CITY COUNCIL FOR THE CITY OF CADDO MILLS, TEXAS STRONGLY OPPOSING A PRIVATE TOLL WAY AND OTHER ALTERNATIVES RECOMMENDED IN THE BLACKLAND CORRIDOR FEASIBILITY STUDY THAT USE A ROUTE PASSING THROUGH THE CADDO MILLS CITY LIMITS AND ITS ETJ FOR THE PURPOSES OF THE NORTHEAST GATEWAY PROJECT; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Texas Turnpike Corporation (TTC) is a private developer of toll roads who has filed an application with the Texas Department of Transportation to seek approval for the construction of a private toll road;

WHEREAS, pursuant to Section 362.104 of the Texas Transportation Code and Rule 27.32 of the Texas Administrative Code, TTC is required to conduct studies concerning the feasibility, route or alignment, and environmental effect of a proposed toll project before requesting such approval;

WHEREAS, the North Central Texas Council of Governments, TTC, and Texas Department of Transportation are presently conducting a study known as the Blacklands Corridor Feasibility Study to assess local and regional transportation needs and to recommend strategies for the same but have not completed the required environmental assessment;

WHEREAS, the study includes impacts to the City of Caddo Mills in the way of a private toll road route from President George Bush Toll Road to State Highway 205 and may consist of 6 lanes with an expansion of 6 lanes of the artery from State Highway 78 to the Collin County Loop, an express bus transit from Garland to Farmersville that passes directly through Caddo Mills, and a regional veloweb from Caddo Mills to Greenville;

WHEREAS, the City of Caddo Mills places great value on the family-oriented community established by its Comprehensive Plan, and finds that the impacts to the City of Caddo Mills by the private toll way are grossly inconsistent with the City's Comprehensive Plan as a required consideration under Tex. Trans. Code § 362.103 and Rule 27.36 of the Texas Administrative Code, and to the quality of life provided by the City of Caddo Mills, including the maintenance of a rural atmosphere and planning for parks, open spaces, thoroughfares, land use and utilities;

WHEREAS, the City of Caddo Mills believes that inundation with more toll roads, especially through the heart of Caddo Mills, will burden the citizens of Caddo Mills with a significant economic hardship due to fees for use;

WHEREAS, the City estimates the proposed project could impact approximately 40 adjacent property owners who could be displaced due to TTC's ability to exercise eminent domain; and

WHEREAS, the City strongly opposes the use of eminent domain by a private entity; and

WHEREAS, TTC has provided no proof that the proposed private toll road will produce sufficient revenue to finance the construction, maintenance, operation, design, and planning of the project based on accurate traffic data and projections.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CADDO MILLS, TEXAS:

SECTION 1. That the City of Caddo Mills hereby strongly opposes the private toll road and other alternatives recommended in the Blackland Corridor Feasibility Study that use a route passing through the Caddo Mills City Limits and/or its ETJ for the purposes of the Northeast Gateway Project.

SECTION 2. That the City of Caddo Mills requests that detailed information regarding the exact location of the proposed routes be provided to the City prior to any further public hearing under 27.33(b) of the Tex. Admin. Code.

SECTION 3. That the City of Caddo Mills requests a copy of all summary and analysis and comment and response reports for public hearings that are submitted by TTC to the Texas Department of Transportation.

SECTION 4. That the City of Caddo Mills be allowed input into potential significant environmental impacts of the project during the environmental assessment as it relates to air quality, noise, and wildlife.

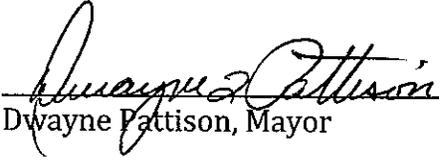
SECTION 5. That NTCOG, TTC, and the Texas Department of Transportation provide proof to the City that the data underlying the proposed private toll road is reliable and accurate, including that traffic data and projections used in calculating sufficient revenue are reliable and accurate.

SECTION 6. That all alternative solutions that do not affect the City of Caddo Mills and meet the transportation needs of the area be explored while leaving control of the local transit infrastructure to the local governments.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF CADDO MILLS,
TEXAS, this 3rd day of November, 2014.

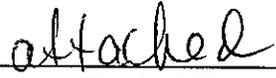


ATTEST:


Dwayne Pattison, Mayor


Pam Miller, City Secretary

ATTORNEY:


Messer, Rockefeller, Fort
The Municipal Law Firm

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF CADDO MILLS,
TEXAS, this 3rd day of November, 2014.



ATTEST:

Pam Miller

Pam Miller, City Secretary

Dwayne Pattison
Dwayne Pattison, Mayor

ATTORNEY:

ANDY MESSER
Messer, Rockefeller, Fort
The Municipal Law Firm

Teresa Waller, November 25, 2014

I am interested to know if, after Mr. Morris met with the RTC in November, if they recommended to build the Toll Road in the proposed Blacklands Corridor. I watched the video of the discussion with RTC by Mr. Morris and was thankful he presented an honest report of the public reaction to the proposed toll road. I did not however, find a report of their recommendations to build or not. Or whether the proposed eminent domain was illegally being applied in this proposal. Has the legislature been asked to rule on this question? And what about the EPA superfund mentioned at the public meeting? The destruction of our natural habitat is alarmingly fast and the area proposed in the Blacklands Corridor Project has functional roads that can be widened. Again, the addition of passenger trains from Greenville seems a simple solution as the ROWs are established and it has served North Texas well. This area may at some much later date break up into less than small farms, but the existing generation of occupants cherishes the space to breathe and the ability to have a garden and acreage. It is doubtful that they or their children will want less in my opinion.. Congestion and growth remains in northern Collin County, where people reside within a mere 20 or 30 feet of their neighbors. Watching the sunrise in my kitchen is the highlight of my day. No amount of money can bring back the time I have invested in planting fruit trees, nut trees, berries and perennial flowers. I cannot imagine removing homes to make way for a toll road that will crush the fragile economic balance to persons who value their natural state of existence above concrete and street lights. We like to look at the stars. Additionally this area is between Lake Lavon, Lake Ray Hubbard, and Lake Tawakoni, which are the water resources for the area. The more you tear up the watershed the less water resources will be available and more contamination of the water will occur. Far too much damage has been done in the name of Progress. The population growth estimates were also called into question. Is it possible to stick to the original plan of enhancing the existing roads and adding passenger trains and bus service? There can be room for others without taking homes from existing Texans.. I noted the one member of the RTC who stated that they should "get up on their hind legs and make hard decisions because they are coming". What a shallow and irresponsible comment to make without looking at every home affected and every possible method of alternate suggestions.

Bill Anderson, November 26, 2014

I am only interested in the loop around Quinlan that has been on the books for 20 years. It is funded then it is not, then it never was, then maybe,,, in ten more years. This town is drowning in traffic, and no one cares. I have personally talked to several businesses that are interested in moving here but they won't until there is a road. Just like the Walmart in Caddo Mills until they black mailed the state into making access roads on I 30

Steve Averill, November 26, 2014

What is NCTCOG doing to improve bicycle parking around the region? Fort Worth has done much in their central core, but elsewhere, even many public buildings have no provisions for secure bike parking.

Response by Kevin Kokes, NCTCOG Transportation Department

Thank you for your interest and question related to bicycle transportation accommodations in the region.

The North Central Texas Council of Governments (NCTCOG) Transportation Department promotes and supports bicycle transportation, safety, and education through adopted policies and programs incorporated into **Mobility 2035** - the Metropolitan Transportation Plan for the 12-county north central region. We provide technical assistance to cities and agencies throughout the region related to bicycle infrastructure and accommodations ranging from bikeways and trails to signage, signalization, and parking. We also serve as a resource to local governments, and provide national guidelines and other resources on our web site such as this page related to bicycle parking.

While NCTCOG does not have direct authority to establish local government regulations or ordinances in various cities related to bicycle parking and related accommodations, we actively encourage local governments to improve and expand upon their bicycle infrastructure. This support includes funding opportunities in which local governments may apply to supplement local resources intended to implement bicycle projects. Also, we are currently underway on an effort to assemble model ordinances and guidelines as a resource for cities throughout the region to consider when addressing local bicycle accommodations, transportation, and safety.

To learn more about efforts to improve bicycling in your community, we encourage you to contact your local government staff and elected officials.

In the City of Fort Worth, you may wish to contact **Julia Ryan, copied on this email, in the Planning and Development Department at 817-392-2593**. Julia oversees the city's bicycle transportation planning efforts and should be able to provide you with more information about the city's policies and funding for bicycle facilities. There is also more information about bicycling in Fort Worth, including a City Bike Parking Map, and the city's Bike FW web page.

Response by Julia Ryan, City of Fort Worth

Thanks for your interest!

The City of Fort Worth adopted bike parking ordinance in late 2010, which requires new commercial developments to install bike racks with their businesses. We have also been able to donate about 100 bike racks to businesses throughout the City and hope to donate another 250 with the new 2014 bond funding. While we haven't finalized that plan, we hope to begin donating the bike racks in 2015. Please let me know if I can provide any additional information.

Martin Kralik, December 8, 2014

I was unable to attend the public hearing on 11/20/14 (got one day's notice) on this proposal, However, was told by TxDOT that written comments would be accepted for 30 days following this hearing.

Following are my comments –

1. I oppose the conversion of any HOV lanes into toll lanes. HOV lanes (paid for with tax dollars) should be opened up to ALL traffic.
2. Extending the HOV-toll lanes on I-635 all the way to I-30 does NOT add needed capacity for the traveling public – I live in this area and travel these roads frequently.
3. Our tax dollars built the existing HOV lanes – converting any of this to toll lanes is double taxation! I'm against double taxation!
4. I am also against farming out any of our highways to foreign or domestic toll operators and guaranteeing their profitability!
5. I am also against Public Private Partnerships (P3s) where our public property is transferred to private ownership! Like the Cintra contract who the state handed a 50 year monopoly on I-635 through the core of Dallas. According to the P3 contract, toll rates can go as high as 83 cents a mile (and that's not counting inflation). For the full project length on this first contract segment, it could cost over \$20/day to take those toll lanes. OUTRAGEOUS tax increase in the hands of a private corporation who is not accountable to the taxpayers of Texas. Non-compete agreements in the contracts that prohibit or penalize the public for expanding roads that 'compete' with the private toll operators is even more nonsense. Private companies should not be determining what roads get built or not based on their private profits.
6. The section of I635 today does not have a continuous HOV lane today – some sections are HOV and others are open to all traffic. Converting these free lanes that are open to all traffic today into the HOV-toll lane is double taxation and completely unacceptable.
7. In the last election voters overwhelmingly supported Prop 1 that could NOT be used for toll projects. They also overwhelmingly voted for Greg Abbott as their next Governor who campaigned against toll roads. Texas Transportation Institute research released in September also affirms Texans do not want more toll roads. They ranked toll roads DEAD LAST. So pushing more unwanted toll projects on Texas citizens is the opposite of the expressed will of the voters.
8. End the diversions to the 'general fund' and to non-road projects (like bike lanes, passenger/high-speed rail) and **prioritize our tax dollars and expand our roads without new taxes, tolls, and P3 gimmicks.**

Natalie Genco, December 8, 2014

It is important to note that rail projects take money from roadway projects thus causing the need for tolls to pay for our roadways. Rail projects throughout the state are nothing but giant black holes for taxpayer dollars and need to be stopped. Passenger rail does not relieve traffic congestion and is extremely inefficient. We need roads not rail. Thanks to all who care about this issue.

Douglas E. Wolff, December 17, 2014

North 287 backs up a lot in the mornings from I20/820 down the highway causing slow to not moving traffic and everyone gets off at Sublett Rd backing up the service roads incl. the exit and service road before Sublett. It's a huge traffic jam with nowhere to go. There is a lot of growth in this area and 287 needs expanded and better connection to I20 and 820. Fixing of the highways in this area needs to be prioritized. There are more and more businesses and homes in this area and traffic keeps getting worse. Thanks.

Barry Davis, December 29, 2014

I find it interesting that it is always so easy to kill ideas yet very difficult to initiate something. Unfortunately this means that the timeframe between having identified either a current or future issue and having a solution is so great that the people who are objecting the most have left, died, or changed their mind. Processes to expedite the identification to completion timeframes are desperately needed. We've lived in Lavon for 8 years now. First the bridge over Lake Lavon was killed, now the toll road has been killed and no solution has been identified that will improve future transportation options. I will most likely die before such a solution can be determined. I further question the project management skills of the DOT as I've witnessed in the work on highway 78 over the past three years. Both segments were 2 year projects, and it will take in excess of 6 from award to completion at the current rate. The contractors working in Lavon haul all of the excavated material to some site miles away while the contractor working from Spring Creek to 205 needs fill. gee you'd think they could talk to one another or just maybe that is the job of the project manager to make sure both projects are working most efficiently. It just isn't happening. Our tax dollars are being wasted by such poor management. We also seem to care about the environment but no one thinks about how many particulates and CO2 are expelled by that excessive hauling I mentioned above. We need to do better.

WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

ATTN. RIDERS: [@NCTCOGtrans](#) will be conducting transit travel surveys starting in October. <http://www.NCTCOG.org/trans/modeling/transitsurvey14.asp> ... – The T Fort Worth ([@TheTFortWorth](#))



Regional car-for-hire recommendations from [@NCTCOGtrans](#) expected soon <http://lnkd.in/b2hX55y> (via [@dallasnews](#)) – A.J. Bingham ([@AJ_Bingham](#))

.[@KimTaylorTCS](#) I'm sorry, but the joint [@NCTCOGtrans](#) and [@TxDOT](#) workshop is do what now? <https://transportationwaterforum.org/schedule/> – Brandon Formby ([@brandonformby](#))

[@brandonformby](#) [@KimTaylorTCS](#) [@TxDOT](#) Brandon, it's an open workshop on TxDOT districts. You are welcome to attend. Hope to see you there. – NCTCOGTransportation ([@NCTCOGtrans](#))

Very cool! RT [@NCTCOGtrans](#): Video: [@TheTFortWorth](#) announces TEX Rail, a commuter rail project: <http://bit.ly/1pd4qO9> – Brian ([@Wachhz](#))

How do you think technology will impact transportation in the future? Tell [@NCTCOGtrans](#) using [#DFWMPO40](#). – LBJ Express Project ([@lbjexpress](#))

Mobility key to cleaner cities. Not car-based mobility either [@NCTCOGtrans](#) <http://m.bbc.com/news/science-environment-29207644> ... – patrick kennedy ([@WalkableDFW](#))

if you had all of the money in the world to build all the capacity you could ever want would you ever solve congestion? [@txdot](#) [@NCTCOGtrans](#) – patrick kennedy ([@WalkableDFW](#))

[VIDEO] Freese and Nichols Presents "Water Quality for Street Design" at [@NCTCOGtrans](#) Workshop <http://ow.ly/C88g> – Freese and Nichols ([@FreeseNichols](#))

Toll roads always mean good traffic flow, right [@NCTCOGtrans](#) [#youdontfoolme](#) [@WalkableDFW](#) – Greg ([@Golfnfashion](#))

TOLL ROAD UPDATE: [@NCTCOGtrans](#) delays decision on long-range transportation plan. STORY: <http://wp.me/p1GDr6-bQY> – Blue Ribbon News ([@BlueRibbonNews](#))

Thankful Minnesota officials think the same as [@NCTCOGtrans](#) Michael Morris. More cars = more growth. [#hero](#) http://www.dallasnews.com/news/metro/20141003-regional-transportation-official-defends-trinity-toll-road-plan.ece?utm_content=buffer5a343&utm_medium=social&utm_source=facebook.com&utm_campaign=buffer... – Parking = Progress ([@MinnCRAP](#))

Here are the 10 reasons [@NCTCOGtrans](#) supported the Trinity Toll Road in '07 election <http://share.d-news.co/0OSc0MJ> by [@Lindenberger](#) – Brandon Formby ([@brandonformby](#)) Planned redevelopment near Trinity River would provide artists lofts <http://share.d-news.co/uHCSezH> – Steve Brown ([@SteveBrownDMN](#))

But but but [@NCTCOGtrans](#) said no Trinity development w/out a Toll Road. It's almost as if they lie or something. [@SteveBrownDMN](#) [@jesteban78](#) – PaulSims ([@PaulSims](#))

[@1500Marilla](#) Don't buy [@NCTCOGtrans](#) claims abt. [#TrinityTollRoad](#) or [#IH345](#) re: connectivity for S. Dallas - CityLab <http://www.citylab.com/commute/2014/07/the-forgotten-history-of-las-failed-freeway-revolt/374843/> ... – Collin Cole ([@CollinCoole](#))

[@NCTCOGtrans](#) working on backup plan for funding Trinity toll road <http://share.d-news.co/G72wacq> – Brandon Formby ([@brandonformby](#)) FNI, Jeff Rice, [@NCTCOGtrans](#), Dorcy Clark, [@1500Marilla](#) on "Water Quality for Street Design" <http://ow.ly/Cv2x1> <http://ow.ly/i/7agvw> – Freese and Nichols ([@FreeseNichols](#))

[@TxDOT](#) commissioner Vandergriff says state would prefer [@NCTCOGtrans](#) doesn't ensnare it to Trinity through lege agenda – Brandon Formby ([@brandonformby](#))

[@NCTCOGtrans](#) tables legislative agenda until next month, when joint positions w/ [@TollTagTidbits](#) will be ready – Brandon Formby ([@brandonformby](#))

[@NCTCOGtrans](#) Michael M and staff do super job for RTC while working with multiple member philosophies and opinions [#transportation](#) Thanks – Judge Mark Riley ([@judgeriley](#))

My tweets made the minutes of an [@NCTCOGtrans](#) meeting. [#famous](#) – Jessica Scott ([@jscottOU](#))

yes, I looked up minutes of an [@NCTCOGtrans](#) meeting of my own free will. [#nerd](#) – Jessica Scott ([@jscottOU](#))

[#txlege](#) not only lege to divert rd \$\$ Wisconsin voters want to stop diversion permanently <http://buff.ly/1C1fOCL> [@gdickson](#) [@NCTCOGtrans](#) – Judge Mark Riley ([@judgeriley](#))

Live in Plano, TX? The Auto Shop is hosting a free vehicle clinic Sat. morning 10-12pm! <http://www.carcare.org/industry-participants/web-banners/> ... [#Plano](#) [@NCTCOGtrans](#) – Car Care Council ([@CarCareCouncil](#))

#FF @trcmobility @NCTCOGtrans @TollTagTidbits @TxDOTFTWPIO @TheTFortWorth @RideDCTA @dartmedia @dfwairport @texasranspo @Transport – Chief Rob Severance (@CleburneChief)

@NorthavenTrail expansion west to Denton Drive is now funded, along with other bike/pedestrian projects @NCTCOGtrans
<http://www.nctcog.org/trans/outreach/media/ActiveTransportation.pdf> ... – Northaven Trail (@NorthavenTrail)

.@NCTCOGtrans ' RTC awards \$13 mill to #TarrantCounty, #ParkerCounty transport projects. #fortworth #arlingtontexas [http://fwbusinesspress.com/fwbp/article/1/7308/Breaking-News/RTC-awards-\\$13-million-to-Tarrant-Parker-transportation-projects.aspx#.VDwTzxY_seg.twitter](http://fwbusinesspress.com/fwbp/article/1/7308/Breaking-News/RTC-awards-$13-million-to-Tarrant-Parker-transportation-projects.aspx#.VDwTzxY_seg.twitter) ... – Scott Nishimura (@JScottNishimura)

Just Approved: A 64-Mile #Bike 'Superhighway' Will Connect #FortWorth To #Dallas
<http://bit.ly/bikeDFW> #DFW #Texas pic.twitter.com/Tpuw3HzN8L – Terry Beaudine (@TerryBeaudine)



Dallas-Fort Worth area will soon see construction of 46 miles of sidewalks & trails thanks to a [@NCTCOGtrans](#) grant: <http://bit.ly/1D9pSMA> – Transport. 4 America (@T4America)
Quick! Build a tollroad! Save us [@NCTCOGtrans](#) RT [@skylertthiot](#): 75 is closed at forest, [@RobertWilonsky](#) [@DFWscanner](#) – Robbie Good (@robbiegood)



Dallas Morning News calls BS on regional planners ([@NCTCOGtrans](#)) inflated traffic projections [http://www.dallasnews.com/news/metro/20140926-foes-of-garland-greenville-toll-road-question-traffic-forecasts.ece ...](http://www.dallasnews.com/news/metro/20140926-foes-of-garland-greenville-toll-road-question-traffic-forecasts.ece...) – Streetsblog Network (@StreetsblogNet)

Property owners launch proposed toll road protest— STORY: <http://fb.me/2RuOrSoQE>
[@NCTCOGtrans](#) [@NEGateway](#) – Cliff (@cliffcgibson)



Is Dallas' [@NCTCOGtrans](#) cooking traffic projections in favor of a controversial toll road? [http://streetsblog.net/2014/10/16/dallas-transport-agency-cooks-up-fishy-traffic-projections-for-a-new-road/ ...](http://streetsblog.net/2014/10/16/dallas-transport-agency-cooks-up-fishy-traffic-projections-for-a-new-road/) via [@brandonformby](#) – Streetsblog Network (@StreetsblogNet)

[@NCTCOGtrans](#) announces \$38m in TAP funding for #DFW bikaped projects: <http://bit.ly/1ocXSVb> [@BikeTexas](#) – Mark Adams (@markadams)

According to press release sent Friday by [@NCTCOGtrans](#) they will no longer seek to including [@NEGateway](#) toll road in regional transpo plan. – Cliff (@cliffcgibson)

NCTCOG announces staff recommendations for Blacklands Corridor: <http://wp.me/p1GD66-bZK> #notollroad [@NCTCOGtrans](#) – Blue Ribbon News (@BlueRibbonNews)

Infographic: Addressing Common Transportation Issues <http://bit.ly/1p88k9S> @nctcogtrans – Dallas Chamber (@DRChamber)

Freese and Nichols Helps Five Projects Receive @NCTCOGtrans TAP Funding <http://ow.ly/D6drz> – Freese and Nichols (@FreeseNichols)

Infographic: Addressing Common Transportation Issues <http://bit.ly/1p88k9S> @nctcogtrans – Garland Chamber (@GarlandChamber)

The Livable Perspective Daily is out! <http://paper.li/LivablePerspect> Stories via @NCTCOGtrans @RobertWilonsky – Livable Perspective (@LivablePerspect)

@RCLittle9 of @pinnaclepropane with @JohnDeere's #propane mower at the @NCTCOGtrans Clean Cities meeting. – Spencil Hill (@SpencilHillLLC)



Today in Dallas: Free vehicle check-up and Q&A at Statkey's Service Center 2-4pm <https://www.facebook.com/events/1552042328341705/> ... @NCTCOGtrans – Car Care Council (@CarCareCouncil)

The @NCTCOGtrans awards \$1.5M to @LewisvilleTexas for new Garden Ridge trail. #Lewisville <http://d-news.co/Dq2dr> – Lewisville/FM News (@Lewisville_FM)

Trinity toll opinions boil down 2 different ideas about traffic <http://share.d-news.co/ckDD3af> @NCTCOGtrans @MaryKSuhm @WalkableDFW @scottgriggsdal – Brandon Formby (@brandonformby)

FYI: [@NCTCOGtrans](#) will be talking to passengers about [#DCTA](#) services. For more info: <http://bit.ly/1ppV8gC> – DCTA ([@RideDCTA](#))



DCTA, NCTCOG Funding [#Lewisville Hike-Bike Trails](#) - <http://shar.es/10fMjj> - [@NCTCOGtrans](#), [@RideDCTA](#) [#Vision2025](#) [@LewisvilleTexas](#) – The Lewisville Texan ([@LewisvilleTexan](#))

Which DFW county added the most people from 2000-10? Answer on Facebook for a chance to win. [#DFWMPO40](#) <http://on.fb.me/1yGEq3B> [@NCTCOGtrans](#) – LBJ Express Project ([@lbjexpress](#))

Region counting bicycle-pedestrian users to improve reliability of active transportation system. [#MobilityMatters](#): <http://bit.ly/Ta2SGH> – NCTCOGTransportation ([@NCTCOGtrans](#))

[@NCTCOGtrans](#) Where are the counters installed or planned to be installed? – Mark Adams ([@markadams](#))

[@markadams](#) Mark, they are installed in Fort Worth, Plano, Denton and Grapevine. Look for them in Dallas in the future. – NCTCOGTransportation ([@NCTCOGtrans](#))

[@NCTCOGtrans](#) Thanks!!! Personally, I'd love to see them in Richardson – Mark Adams ([@markadams](#))

Starting next week, @NCTCOGtrans will be interviewing #DCTA passengers about their commute. <http://bit.ly/1ppV8gC> -- DCTA (@RideDCTA)



Here's yesterday's @NCTCOGtrans Trivia Ans: @LittleElmTX grew by 610% from 2000-10. For more #transpo info: <http://www.nctcog.org/dfwmpo40> #DFWMPO40 – LBJ Express Project (@lbjexpress)

Answer: @LittleElmTX grew by 610% from 2000-10. For more on regional growth & #transpo, visit <http://www.nctcog.org/dfwmpo40> #DFWMPO40 @NCTCOGtrans – LBJ Express Project (@lbjexpress)

Don't worry about the climate. @NCTCOGtrans has us covered. More highways cleanse the air. – patrick kennedy (@WalkableDFW)

1st flight to @dfwairport (1/13/74) was @AmericanAir No. 341 from @CityLittleRock. #TBT #Aviation #DFWMPO40 pic.twitter.com/E6d3MMN2ZQ – NCTCOGTransportation



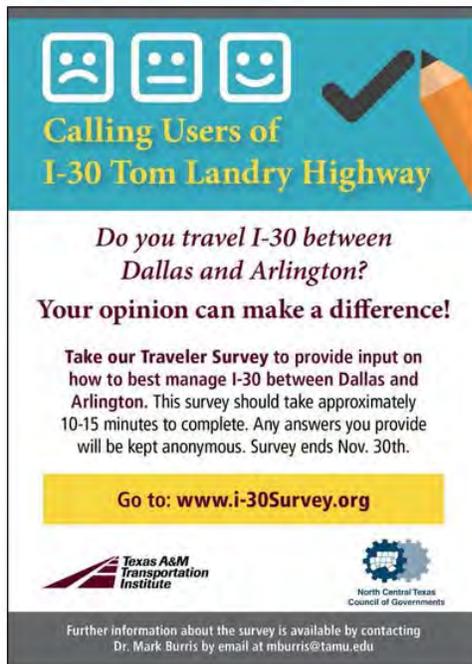
@nctcogtrans Thanks for sharing the info! #341 – American Airlines (@AmericanAir)

New #COMPASS service to start in 2015 with cooperation from @dartmedia @NCTCOGtrans #StarTransit @cityofmesquite: <http://bit.ly/1sem8Bm> – Urban Engineers, Inc (@UrbanEngineers)

The Livable Perspective Daily is out! <http://paper.li/LivablePerspect> Stories via [@NCTCOGtrans](#) [@LaddKeith](#) – Livable Perspective ([@LivablePerspect](#))

At the Regional Transportation Council meeting of the NCTCOG. It's a packed house. [@NCTCOGtrans](#) – Christopher Paxton ([@SeePax](#))

[.@NCTCOGtrans](#) is looking for your feedback on how to best manage the I-30 corridor. – City of Arlington ([@CityOfArlington](#))

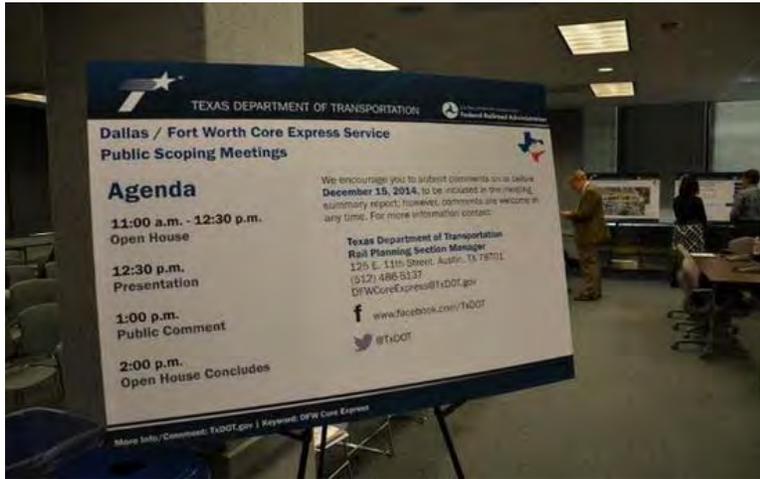


The image is a vertical rectangular poster for a survey. At the top, there is a blue header with three white icons: a sad face, a neutral face, and a happy face, followed by a black checkmark and an orange pencil. Below the icons, the text reads "Calling Users of I-30 Tom Landry Highway" in yellow. The main body of the poster is white with black text. It asks "Do you travel I-30 between Dallas and Arlington?" and states "Your opinion can make a difference!". It then says "Take our Traveler Survey to provide input on how to best manage I-30 between Dallas and Arlington. This survey should take approximately 10-15 minutes to complete. Any answers you provide will be kept anonymous. Survey ends Nov. 30th." A yellow button contains the text "Go to: www.i-30Survey.org". At the bottom, there are logos for the Texas A&M Transportation Institute and the North Central Texas Council of Governments. A small line of text at the very bottom says "Further information about the survey is available by contacting Dr. Mark Burris by email at mburris@tamu.edu".

[@NCTCOGtrans](#) Lets improve and maintain the roads we have and invest in public transit and walkable communities. [#NetZeroNewRoads](#) – Kirk Teske ([@KirkTeske](#))

RT [@PhilipTKingston](#): [@ScottGriggsDal](#) poses with Turkeys for Toll Roads, which is my new nickname for [@NCTCOGtrans](#). <https://pbs.twimg.com/media/B2042nylMAEtXRp.jpg> ... – PaulSims ([@PaulSims](#))

More from today's #HighSpeedRail public meeting @NCTCOGtrans in #ArlingtonTX <http://bit.ly/1HmMhsQ> – City of Arlington (@CityOfArlington)



Juxt app wins in NTx Apps Challenge - Transportation! <http://www.buzzsmith.us/?p=2603> #MEVJ #EV @NTxCommission @NCTCOGtrans – Buzz Smith (@MyEVJourney)



Looking forward to panel @michaelcburgess Transportation Summit today w/ @KHancock4TX, @billybobmoore and Michael Morris from @NCTCOGtrans – Scott Haywood (@scott_haywood)

Looking forward to panel [@michaelburgess](#) Transportation Summit today w/ [@KHancock4TX](#), [@billybobmoore](#) and Michael Morris from [@NCTCOGtrans](#) – Erica Mulder ([@EricaAMulder](#))



Thanks to [@michaelburgess](#) and his staff for a great Transportation Summit.
Cc: [@KHancock4TX](#) [@NCTCOGtrans](#) [@TxDOT](#) – Move Texas Forward ([@MoveTXForward](#))



Great #infographic from @NCTCOGtrans about #aviation in North Texas. What a big economic impact! – LeTourneau Aviation (@LETUAviation)



More walkable nhoods RT @NCTCOGtrans: FW needs to prepare for rapid growth <http://bit.ly/1B6plfJ>. What #transpo improvements are needed? – patrick kennedy (@WalkableDFW)

These people are out of their f'n minds. "It's never been done before. That's what's been so exciting." <http://share.d-news.co/Q4A9aVh> @NCTCOGtrans – PaulSims (@PaulSims)

The Livable Perspective Daily is out! <http://paper.li/LivablePerspect> Stories via @NCTCOGtrans @WeGotEd – Livable Perspective (@LivablePerspect)

#Population growth patterns are important when planning for transportation, <http://bit.ly/1iTkIOJ> via @NCTCOGtrans – Southwest ELGL (@SWELGL)

Morris of @NCTCOGtrans basically saying screw Dallas for sake of region. More cars for everyone forever. Only option. #anchiatownhall – Philip Goss (@gosspl)

If the meeting had gone longer, Morris @NCTCOGtrans might have reduced the cost to \$9.99. #AnchiaTownHall @JimSchutze http://blogs.dallasobserver.com/unfairpark/2014/12/trinity_toll_road_2007_tom_leppert_al_lipsc_omb_don_hill_richard_allen_andrea_grimes_schutze.php ... – Paul Sims (@PaulSims)

#BREAKING Massive backup on I-35E NB in Dallas due to shutdown caused by **#EricGarner** protest. [@nbcdfw pic.twitter.com/Ff1zGIYbKT](https://pic.twitter.com/Ff1zGIYbKT) – Brian Curtis (@BrianCurtisNBC5)

[@BrianCurtisNBC5](#) [@NBCDFW](#) [@NCTCOGtrans](#) will be using this photo as evidence for why we need the toll road at the next **#AnchiaTownHall**. – Dallas May (@1DaIM)

Our friends at [@NCTCOGtrans](#) just published their December **#LocalMotion** newsletter. Check it out here: <http://bit.ly/lygCL71> – LBJ Express Project (@lbjexpress)

Correction: The **#LocalMotion** newsletter from [@NCTCOGtrans](#) can be accessed here: <http://bit.ly/1ygCL71> – LBJ Express Project (@lbjexpress)

Need your input in DFW for **#CleanCities**. Take 5 on this [@NCTCOGtrans](#) survey about using alternative fuels. Last day! <http://svy.mk/1ydmT11> – WTS Dallas Ft. Worth (@WTSDFW)

Need your input in DFW for **#CleanCities**. Take 5 on this [@NCTCOGtrans](#) survey about using alternative fuels. Last day! <http://svy.mk/1ydmT11> – Yasmina Platt (@AOPACentralSW)



The Livable Perspective Daily is out! <http://paper.li/LivablePerspect> Stories via [@CapMetroATX](#) [@NCTCOGtrans](#) [@AngelaHunt](#) – Livable Perspective (@LivablePerspect)

40% of Texas Prop1 (\$700M) will be distributed among metro planning organizations. <http://goo.gl/118rvL> [@NCTCOGtrans](#) [@hgaccog](#) [@CAMPOTexas](#) – SPI (@myspi)

Want an easy way to see who to vote for? Ask if they support **NCTCOG Transportation Department** Michael Morris. He is the embodiment of government gone wrong. <http://share.d-news.co/KBOjiZK> – James White

One thing can be said for him--he's persistent. I wonder if he believes in the Flat Earth Theory too? – Leoghann MacAlister

Check out this great infographic from **NCTCOG Transportation Department** about where to go to address common transportation issues. – LBJ Express

Can make a dime lane – Johnny Halliburton

Do you want to have a say on the programs like ride-sharing, bike-sharing and car-sharing?
Now is your chance!

TTI is conducting focus groups in Texas metro areas to discuss the use of programs like ride-sharing, car-sharing, and bike-sharing. Results will help TxDOT and its partners identify how to incorporate these programs into planning and mobility efforts. If you're interested in participating in one of these focus groups, please complete an online questionnaire by clicking the link below. If selecting for the focus group, you'll receive \$50 for your time and opinions! Our focus group schedule is as follows:

****Dallas – 12/1/14****
Austin – 12/ 2/14
San Antonio – 12/3/14
Houston – 12/8/14
<http://bit.ly/11oWSIG>

– Texas A&M Transportation Institute

At last nights [#anchiatownhall](#) @ rosemont elementary, I heard Michael Morris say something to the effect of seeing/aiding job/economic development in southern gateway area of the trinity project, but in the meantime we should continue to push for the half billion underfunded tollroad. If we (the city of dallas not Arlington) see the tollroad happen, will he follow through with his plans to seek development in those districts? – Eddie Ervin

Eddie, thank you for your input. The Trinity Parkway is one piece of a more comprehensive approach we believe will improve transportation and attract development throughout the nine-mile corridor and beyond. The parkway will result in more opportunities for districts throughout the area, including the Southern Gateway, providing greater access for existing businesses and the reliability sought by prospective businesses considering locating in the area. The combination of the parkway and multiple land-use strategies identified in the city of Dallas' Trinity River Balanced Vision Plan will enhance the quality of life and economic vitality of central Dallas and provide greater opportunities in the southern sector. We are prepared to assist in any way we can to bring more opportunities to the corridor and will work with our regional partners to do so. A good example is the funding and staging of the S. M. Wright project, which is creating economic development opportunities on a new boulevard-style roadway. – NCTCOG Transportation Department

Don't forget about the [NCTCOG Transportation Department](#) public meetings next week beginning December 8 through December 10. Check out the calendar on their website for more details! <http://www.nctcog.org/calendar.asp> – 35W Coalition

What local city led the nation in growth from 2000-2013? Find out in the Dallas Business Journal: <http://bit.ly/1A1HxTS> – NCTCOG Transportation Department

Did their population density change or is this growth simply a function of annexation and increasing the literal size of the city? – Dallas May

And look at their treatment of the Trinity (and downtown in general) as opposed to what YALL want to do to Dallas!! – Lucas Cepak

PRESS RELEASE: A list of potential Dallas-Fort Worth area projects that could benefit from Proposition 1 funding will be discussed at public meetings Dec. 8-10 in Farmers Branch, Fort Worth and Arlington. Proposition 1 provides a new source of state funding for the construction, maintenance and rehabilitation of public roadways in Texas. Toll roads are not eligible to receive funds. <http://bit.ly/1I4LyNe> – NCTCOG Transportation Department

Interesting that these meetings always have a Ft Worth and Arlington location, but rarely have a Dallas location. Why is that? – Philip Goss

They are afraid we will show up. – Brenda Marks

We try to find locations around the region for our public meetings. Often the agenda influences the meeting locations. In Fort Worth on Tuesday, staff from The T will join us for the discussion of the agency's Program of Projects. We always host one meeting in Arlington that is video recorded and posted online at www.nctcog.org/video for anyone who can't make it or prefers to watch the presentations and discussion at another time/place. Comments and questions can be submitted at the meetings or by e-mail, the NCTCOG website or mail. – NCTCOG Transportation Department

#LocalMotion: How will transportation meet the needs of the #DFW of tomorrow? #DFWMPO40
<http://bit.ly/1ygCL7I> – NCTCOG Transportation Department

More toll roads please! Preferably in the parks of ALL DFW cities! – Lucas Cepak

The Texas Department of Transportation will host public meetings on proposed #HighSpeedRail between Dallas and Fort Worth next week. Join us in Dallas, Fort Worth and Arlington Nov. 18-20 to learn more and provide comments. Project info: <http://bit.ly/1EucbX6>. You can also comment online: <http://bit.ly/DFWFeedback> – NCTCOG Transportation Department

How about this for regionalism: If Tarrant County wants it, you guys can pay for it. We already have an underutilized rail line from downtown Dallas to Downtown Ft. Worth. Another is an unnecessary redundancy. So, if you want it, you pay for it. – Dallas May

What do you think Wylie H Dallas and Patrick Kennedy? – Dallas May

It makes zero sense to build high speed rail from Dallas to Fort Worth when 1) the distance is only 30 miles so the trains don't have the distance to get up to top speed before having to decelerate so there are no efficiency gains in the technology, and 2) there is already a train line linking Dallas to Fort Worth. We would be better off pushing for an express addition to the existing TRE line. – Patrick Kennedy

Further, why are the Tarrant County folk so entitled that they think they should expect the tax payers to pay a \$Billion just so they don't have to get their feet dirty during a brief transfer in Dallas. – Dallas May

What Patrick Kennedy said. The best solution is an express version of TRE that runs into the HSR station. You don't build a 30 mile long dedicated HSR line. It doesn't make any more sense than operating a dedicated Boeing 737 shuttle between Ft. Worth and Love Field. – Wylie H Dallas

Thank you for your comments. TxDOT is leading the D/FW Core Express environmental study to identify alignment and funding strategies for a potential high-speed or express passenger rail service connecting Dallas and Fort Worth. The speed of the service being considered is between 70 to 125 miles per hour. Two potential routes have been identified through previous rail planning: 1) a route that would run along IH 30 and 2) a route on the Trinity Rail Express. In addition to evaluating the environmental impacts of the alternative alignments, the study will also consider alternative station and maintenance facility locations. Connectivity to other potential high-speed or express rail lines would be paramount. The purpose of next week's scoping meetings is to gather input about the best locations for track and station alignment alternatives and identify specific issues of concern. Providing comments at the meetings or online at <http://bit.ly/DFWFeedback> will greatly advance the study. – NCTCOG Transportation Department

You didn't explain the need for the redundant rail line when an express TRE, like Patrick Kennedy suggests, could be implemented meeting all the same goals with far less expense. – Dallas May

America Recycles Day is Nov. 15, but at NCTCOG we're celebrating all week with contests, lunch-and-learn documentaries and an e-recycling event. How do you help with recycling? We're always looking for new ideas! <http://americarecyclesday.org/> – NCTCOG Transportation Department

COG could help with recycling by building in Cradle-to-cradle requirements into their plans. – Dallas May

The Transportation Marketing team is seeking a Communications Intern to assist with the region's air quality and transportation projects. For more information and to apply, visit: <http://bit.ly/1wCwf9h>. For other NCTCOG openings, visit: <http://bit.ly/1AAwWnA> – NCTCOG Transportation Department

What about adding cell phone exits on highways like CA? – Johnny Halliburton

How would you like to see North Texas transportation evolve to accommodate population and congestion increases over the next 25 years? Additional roadways, passenger rail, bike-pedestrian facilities? Maybe there are other solutions that could be examined. Tell us what you think. [#DFWMPO40](#) – NCTCOG Transportation Department

NO toll road in The Trinity Trust. Build the park that was used to misdirect public interest. And oh, circumscribe the power of unelected bureaucrats to ramrod stupid ideas. – James White

i don't think additional roadways are the answer! – Kristi Miller

Well, we already have more lane miles of expressways per capita than almost any other metropolitan area on the face of the planet, so maybe it is time to try some more balanced transportation planning that embraces sustainable best practices embraced by the world's leading cities. – Wylie H Dallas

Region counting bicycle-pedestrian users to improve reliability of active transportation system. Read more in #MobilityMatters: <http://bit.ly/Ta2SGH> – NCTCOG Transportation Department



Since the current bicycle-pedestrian system is highly fragmented and largely disconnected from major destinations, I suspect that the traffic counts will be quite low. – Wylie H Dallas

Which county added the most people between 2000 and 2010?

- A. Collin
- B. Dallas
- C. Denton
- D. Tarrant

Answer for a chance to win a car care prize pack. For more about growth and its impact on transportation, visit www.nctcog.org/dfwmpo40. – NCTCOG Transportation Department

Sure as heck not Dallas County. NCTCOG's policies have effectively served as a punch in the gut to Dallas' economic health. – Wylie H Dallas

Second question, Which of those people need a tollway in The Trinity Trust? Trick question: NONE. – James White

Do you have any contests that might result in receiving a human care prize pack, instead? – Wylie H Dallas

How about: Guess which county has prospered the most at the expense and subsidy of Dallas County? – Dallas May

Wylie H Dallas, highways and thoroughfares are the number one killer of children in North Texas. What makes you think NCTCOG cares about humans? – Dallas May
We know that Dallas County has witnessed the exodus of 266,000 jobs in roughly the last decade, thanks to COG-induced sprawl... I'm guessing Denton or Collin County

have been the primary beneficiaries of the economic havoc wreaked on Dallas County. – Wylie H Dallas

Staff at the North Central Texas Council of Governments have finalized a recommendation for the Mobility 2035 - 2014 Amendment, and they are not proposing to add the Blacklands toll road known as Northeast Gateway to the financially constrained Metropolitan Transportation Plan and associated air quality conformity analysis. PRESS RELEASE: <http://bit.ly/1vGwgd6> – NCTCOG Transportation Department

Thank you. – Kelly Gramza

Bicycle and pedestrian projects across 25 cities and seven counties in the Dallas-Fort Worth area recently received a \$38 million boost from the Regional Transportation Council: <http://bit.ly/ZB7hdz>. To find out if your favorite project benefited, visit www.bit.ly/1yXa1SA. – NCTCOG Transportation Department

Wait, you left off the last line, "and NCTCOG officially renounces any more effort to build that stupid Trinity River Road. What were we thinking!" – James White

The State Fair of Texas opens tomorrow. Today, we're throwing it back to 2013. What are you most excited about this year? [#StateFairofTexas](#) [#ThrowbackThursday](#) – NCTCOG Transportation Department

Isn't this where Michael Morris wants to put the east town freeway? – James White

Developing a transportation plan for DFW is challenging, but technology has improved as the region has grown. How do you think technology will impact transportation in the future? [#DFWMPO40](#). – NCTCOG Transportation Department

Allowing private companies to exercise eminent domain? oh wait.... – James White

Thank you to everyone who attended or watched last night's Blacklands Corridor Feasibility Study public meeting. A video recording and copies of the presentations are online at www.nctcog.org/blacklands, where you can provide feedback through Oct. 2. – NCTCOG Transportation Department



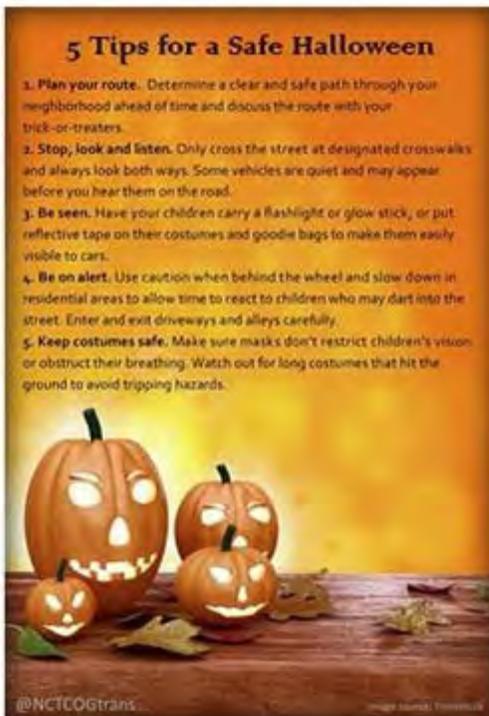
Those people don't look happy. – Wylie H Dallas

Traffic on US Highway 75, Dallas, 1970s. One of the major arteries moving people north-south through the region, the freeway is now eight lanes through most of Dallas. [#FlashbackFriday](#) [#DFWMPO40](#) -- NCTCOG Transportation Department



AND it was done without making it a toll road - imagine that – Frank Becker
Wow – Johnny Halliburton

5 tips to help your family have a safe and spooktacular [#Halloween](#). – NCTCOG Transportation Department



What are we supposed to do in Dallas, where crosswalks are few and far between? – Wylie H Dallas

Hot topics will be discussed at the North Texas Parking Management Symposium on December 2 at the NCTCOG offices. Find out how North Texas communities are addressing the challenge of sustainable parking in a growing region and hear from national experts, local public-sector professionals and developers. For more information, visit <http://www.nctcog.org/Parking>. – NCTCOG Transportation Department

Mandatory Parking requirements are another form of subsidizing sprawl -which, of course, is the whole mission of the NCTCOG. Businesses are forced to set aside 75% of their land or more for free parking while still having to pay property taxes on that land that provides no revenue. I bet Philip Kingston, Scott Griggs, or Patrick Kennedy can offer some better suggestions than mandatory free parking. – Dallas May

Public meeting today to discuss how new funding from Proposition 1 will benefit transportation in DFW. Join us at the NCTCOG offices in Arlington at 2:30 pm. More information about the meeting: www.nctcog.org/meetings. Video recording of the meeting will be available afterward. – NCTCOG Transportation Department

Howdy! If you could please read this article and refute ANY of it with actual research and facts, or provide a similar article that is a convincing argument against any of it, I'd be most appreciative. <http://streetsmart.dmagazine.com/.../playing-tennis.../> – Lucas Cepak
This holiday season, consider giving a gift that gives twice. The holiday edition of Clean Air Mail provides 12 tips and gifts that you can give yourself as well as the environment. Read the article: www.airnorthtexas.org/1214.asp – NCTCOG Transportation Department

Will read the list shortly, I'm assuming at least one item is building a 6 lane toll road through the only greenspace left in downtown Dallas? – Lucas Cepak

Congratulations to Fort Worth City Councilmember Jungus Jordan on receiving the TxDOT Road Hand Award. Jordan was recognized at Thursday's meeting of the Regional Transportation Council, of which he is also a member. – NCTCOG Transportation Department

Is he by chance related to Jill Jordan? – Dallas May

What barriers discourage your switch to alternative fuels?
Tell us by completing a short survey. Today is the last day to participate. <http://svy.mk/1ydmT11>
[#CleanCities](#) – NCTCOG Transportation Department

My commitment to riding a bike and walking as much as possible. – Tim Yatko

Earlier this year, we asked Arlington ISD students how they think they will travel to work on their 40th birthday. This is the creation of the winner, Dawna Berry, whose picture appeared on the cover of Progress North Texas 2014 (<http://bit.ly/r2zggF>). #DFWMPO40 #transpo #ThrowbackThursday #tbt – NCTCOG Transportation Department



Where is public transit?
Oh, right.
Arlington.
– Dallas May

CNN takes a look at the statistics and offers five signs that point to a change in the way Americans view public transit: <http://cnn.it/16t7wuJ>. What would make you more likely to hop on a train or bus? – NCTCOG Transportation Department

A train – Johnny Halliburton
Make it affordable and convenient. Even before gas prices fell, in order for it to be cost effective to take the train, I'd have to ride it at least 4 days a week to break even with the cost of driving my car. Now, with lower gas prices, it's flat out cheaper to drive. When taking the train (which is 2 miles from my home and stops in front of my workplace), I have to leave my house 45 min earlier and get home 30 min later than when I drive. That's an additional 75 min out of my day, and I hardly have time to do the things I need to do as it is! If I have dinner plans, I have to schedule them for up to an hour later than I would if I drove to work and back. And don't get me started about taking the train or bus for anything besides work! You have rail here, but it doesn't get people to the places they need to go in a timely manner for a decent price. Go visit real cities, like Paris, New York, or even San Francisco. They know how to build rail and make it part of people's lives. – Lanny Solley

I already ride, and love, public transportation. – Trey Darby

About how many miles do North Texans drive on freeways and tollways each day?

- A. 26 million
- B. 56 million
- C. 86 million
- D. 116 million

Answer below for a chance to win a 40th anniversary flash drive.

For more fun facts about transportation in North Texas, visit www.nctcog.org/dfwmpo40.

[#DFWMPO40](#) (Hint: You may find the answer there.) – NCTCOG Transportation Department

Many of us drive 0 miles per day on freeways and would like to see more money spent on improving local streets for all forms of transit. – Robbie Good

Transportation shouldn't be thought of as the sole province of cars. – Jenny Rilling

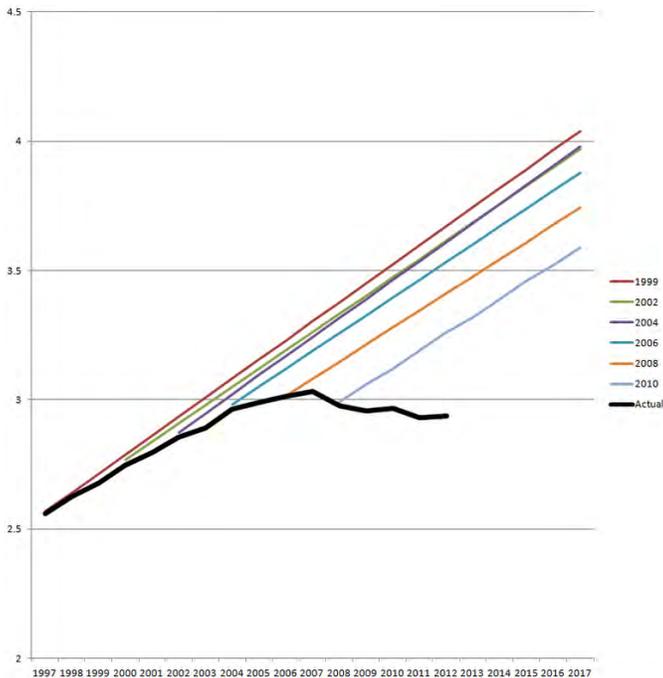
What do you think would be important to consider when planning the future of our region's transportation? [#DFWMPO40](#). – NCTCOG Transportation Department

Growth! The planners didn't do this in the past – Ray Gleaves

How about taking into consideration the wants and opinions of the people who's homes are going to be ripped out from under them so that corporate entities can rake in profits from private toll roads. – Doug Holladay

Y'all ask for our opinion but don't listen.. I have sent NUMEROUS emails about changes in the transportation throughout the DFW MetroPlex. I even applied for a couple job openings y'all had open! I have SO MANY ideas, visions & answers to this question that'll absolutely blow , not only yours, but the worlds mind.. Seriously.. send me a private message with some contact info so I can talk to one of the transportation specialists / planners .. Just think, if they are ground-breaking - WIN!! If they are worthless, well, I'll be on my way... I'm confident that y'all would offer me a job/career after hearing me out & seeing the visions i'll bring to the table. It really IS the next step in the future of transportation breaking away from the oh so basic grid(lock) we're struggling to live with today.. – Cody Sine Macula

First it would be nice if you would stop being so awful at projecting traffic.
<http://daily.sightline.org/.../12/VMT-C-P-chart-big1.png> – Dallas May



No new highways. Figure out solutions that don't force people to own a car or give up 3 hours to ride current public transportation. We can't even afford to maintain the existing highways, much less build new ones! – Lucas Cepak

Connecting urban neighborhoods instead of suburban towns. – Amy Wallace Cowan

Tear out 345 and kill the Trinity Toll Road. – Tom Blackwood

Stop using 20th century thinking to solve 21st century problems. Instead of building highways, find ways to increase the mix of transportation we use in Dallas and surrounding areas. We don't want new highways cutting through our cities because 1) we can't afford them; 2) they disconnect neighborhoods; 3) total car dependency is so last century; 4) building the Trinity Tollroad is a crime against nature, the people of Dallas, and the taxpayers' pockets...so please stop advocating for it. – Wana Smith

Stop building toll roads. If highways need to be built, the state legislature needs to reallocate their budget to build them. We're sick of double taxation that lines the pockets of private companies. If there's not enough money in the budget for infrastructure, then perhaps it's time to quit giving corporations tax breaks. Let's see, we give corporations tax breaks to come here so that they'll create more jobs, which means more immigration, which means more cars on the road, but we can't afford to build the roads to accommodate all the extra cars, and we don't make public transport convenient or cost effective for the public. Does ANY of this make sense?!?! Who are you people that think you know what the hell you're doing? – Lanny Solley

Understand the value of rural land, the food it provides, the water it stores and filters. In other words, stop aiding and abetting sprawl. You are not solving transportation problems and congestion by shifting growth further outwards but exacerbating it while emptying the coffers of both the public and private sector. – Patrick Kennedy

Promote & build public transportation along with bike and walking culture. STOP with the highways & toll roads! NCTCOG appears to be working an agenda that is counter to public support. – Gae Hatton

repair existing roads, tear down highways near downtown, stop putting toll roads up – Allen Hueston

NCTCOG, how about some feed back to let us know you are actually listening to this forum? – Dallas May

Disband yourself as a quasi - governmental agency. – Blake Page

Repair existing roads, tear down highways near downtowns, stop plans for any new toll roads especially along the Trinity. Stop building new roads and focus on mass transit. – Benjamin Price Coffee

How about realizing that transportation means more than "let's build a bunch of highways and tollways!" Also - be responsive and respectful to the taxpayers who fund your jobs versus belittling us (I'm talking about you Mr. Morris). – Philip Goss

100% of DFW's share of the Prop 1 Credit Card should go to DART's D-2 line. It's only fair since you guys gave 100% of the region's 2009 Obama Stimulus money to Tarrant County for the Chisholm Trail boondoggle. – Dallas May

Stop building highways (finding innovative ways to connect urban spaces instead of suburban towns), kill the trinity toll road project, and Mr. Morris' immediate resignation. – Anthony Dilsaver

Restore some order and rationality to North Texas transportation policy. The City of Dallas faces billions of dollars in deferred maintenance expenditures associated with existing transportation infrastructure, which NCTCOG ignores. At the same time, while the existing infrastructure continues to fall apart, NCTCOG insists on subsidizing unsustainable sprawl by directing billions of dollars towards the construction of new infrastructure in rural areas. – Wylie H Dallas

I would like Rafael Anchía, Scott Griggs Campaign, and Philip T. Kingston for Dallas City Council District 14 to see this (I'm sure they have but every now and again I try to be thoroughish). Even if they don't comment here, they have a better chance of getting feedback than we do. – Lucas Cepak

Not from COG they don't. COG is a federal deal. They aren't answerable to local elected people. They really aren't answerable to anyone. – Dallas May
I only said "better" – Lucas Cepak

Sidewalks and urban form, connecting people to people. It also happens to be my suggested healthcare plan. – Ryan Behring

Ha. So true. – Mike Dunlap

Adopt the Institute for Sustainable Infrastructure's Envision sustainability program for all future projects. – Dallas May

Other modes of transportation such as bike and pedestrians, and bus lanes – Matt Mazzei

Kill the NTTA. Get rid of the tollroads and learn capital planning. Proper planning is the key not shady backroom deals that over promise and under deliver all while lining pockets of the players. – Jeff Cieslik

More mass public transit, less money wasted on toll roads that virtually no one wants. Concentrate on the urban core instead of facilitating sprawl. – Justin 'Dub' Cook

Exactly. – Rains J Kyle

Sustainable development. It's treated as a very serious issue within the world's best academic institutions and the leadership of global cities. Does anyone within your organization have any expertise in it? Could Michael Morris even tell someone what it is? – Mike Dunlap

CONSIDER how terribly freeways have destroyed cities and entire regions. CONSIDER public transportation. CONSIDER helping people to move about in smaller neighborhoods and not have to make trips over entire regions. CONSIDER making it safe for pedestrians and cyclists to move about. CONSIDER people, not cars. – Trey Darby

So, uh, is anyone at NCTCOG Transportation Department actually listening? I'm guessing not. – Justin 'Dub' Cook

FACT Sheet

December 2014

North Central Texas Council of Governments Regional Transportation Council

Quick Take

What:

Modern roundabouts: One-way circular intersections where traffic flows counterclockwise around a center island instead of stopping for oncoming traffic. They are an alternative gaining favor in Dallas-Fort Worth as planners and engineers search for ways to improve mobility for almost 7 million residents.

Significance:

Modern roundabouts have been shown to improve safety, reduce congestion and enhance air quality. These are all important benefits in the fast-growing Dallas-Fort Worth area, which is adding about 1 million people per decade while continuing efforts to comply with the federal ozone standard. Modern roundabouts have seen significant growth in the last 10 years. About 50 roundabouts have been built in the region, with more being planned throughout the area.

Inside the Numbers:

90%

The reduction of fatal and incapacitating collisions in modern roundabouts, compared to traditional intersections.

Roundabouts move people safely, efficiently

Slowly moving traffic and increased efficiency may seem mutually exclusive, but they are not in modern roundabouts, where instead of traffic stopping, vehicles can steadily move through the intersection. Historically, intersections have been controlled with either stop signs or traffic lights, but this new tool is being used to improve the reliability of some roads. Modern roundabouts are a growing form of intersection control becoming more popular because they are safer, cheaper and more efficient to operate. Modern roundabouts reduce all types of vehicle collisions by 40 percent and injury collisions by 75 percent, compared to traditional intersections, according to a study conducted by the Insurance Institute for Highway Safety. Fatal and incapacitating collisions have seen a reduction of about 90 percent.

A modern roundabout is a one-way circular intersection where traffic flows counterclockwise around a center island. There are no stop signs or traffic signals, and entering traffic yields to circulating traffic. It is designed to slow the speed of vehicles to typically 25 mph or less. The modern roundabout can be confused with older, larger types of circular intersections known as traffic circles or rotaries, which give the right-of-way to entering vehicles, resulting in safety and capacity problems. Because a traffic circle is so large, traffic moves more quickly, at speeds of 30-40 mph or higher. The modern roundabout was developed to improve problems associated with traffic circles. In DFW, it typically has one circulating lane and has been implemented at intersections of lower-volume, low-speed roadways.

5 benefits of roundabouts

Safety. Modern roundabouts have been shown to be safer than traditional intersections, with one-third the potential conflict points of four-way intersections. Head-on and T-bone collisions are practically eliminated as a result of curved roads and one-way travel. Lower speeds allow drivers more time to react to potential conflicts and correct their mistakes or the mistakes of other drivers.

Efficiency. Modern roundabouts can move traffic more quickly with less congestion because vehicles continue moving through the intersection. Traffic signals can cause delay by operating on a set schedule requiring drivers to stop even when there are no other vehicles approaching on cross streets.

Environmental Benefits. Modern roundabouts can provide environmental benefits by reducing delay. With fewer stops and hard accelerations, vehicle emissions and air quality improve, and drivers spend less on fuel.

Active Transportation Options. The slower speeds of modern roundabouts make them safer for pedestrians and bicyclists. Special considerations are taken for safety with pedestrian pathways set back from the roadway with a splitter island, which gives pedestrians a safe place to wait. Drivers also have additional time to react to pedestrians.

Life Cycle Costs. The long-term costs of modern roundabouts can be lower because they eliminate electrical maintenance costs associated with signalized intersections. Modern roundabouts do not require constant power, hardware maintenance or updates.

FACTSheet

How to drive in a roundabout

When approaching a roundabout

- Reduce your speed.
- Yield to pedestrians and bicyclists.
- Yield to circulating traffic on the left and enter the roundabout when there is a safe gap in traffic.

In a roundabout

- Travel in a counterclockwise direction.
- Do not stop except to avoid a collision.
- Maintain a slow speed.

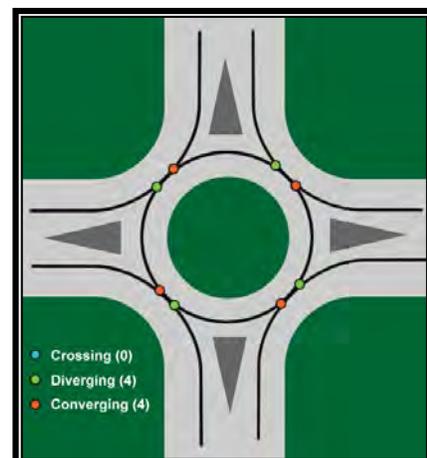
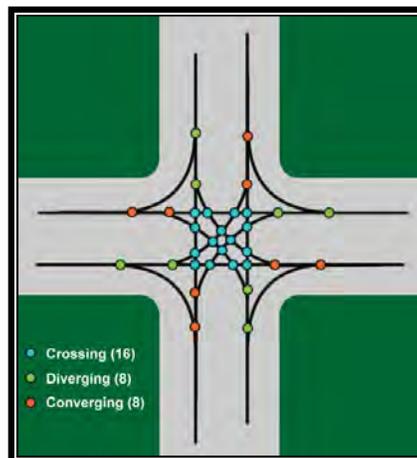
Exiting a roundabout

- Maintain a slow speed.
- Signal to make a right turn to exit.
- Yield to pedestrians and bicyclists.
- Do not accelerate until you are past the pedestrian pathway.



Graphics: City of Fort Worth

These diagrams show comparisons of vehicle conflict points in a traditional intersection (left) and a modern roundabout (right). Traditional intersections have 32 spots where vehicle paths merge, diverge or cross. With roundabouts, the number is reduced to eight.



North Central Texas Council of Governments

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MICHAEL C. BURGESS, M.D.
26TH DISTRICT, TEXAS



COMMITTEE ON ENERGY AND COMMERCE
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**Congress of the United States
House of Representatives**

www.house.gov/burgess

December 5, 2014

Mr. Michael Morris
Transportation Director
North Central Texas Council of Governments
PO Box 5888
Arlington, Texas 76005-5888

Dear Michael:

Thank you for once again serving as a presenter at the twelfth annual Transportation Summit on November 24, 2014. It has been a privilege to co-host this informative event with the Texas Department of Transportation (TxDOT) each year. Its success relies on the commitment and participation of dedicated professionals like you and your colleagues.

It is imperative North Texas leaders remain updated on current transportation issues. Your presentation was well received, and I appreciate you taking time out to share your expertise at this event. Based upon feedback from those in attendance, this summit was among the best we have held.

We look forward to working with you in the future as we continue to balance infrastructure needs with North Texas' booming growth. If I may ever be of assistance, please contact Erik With (erik.with@mail.house.gov) or Robin Vaughan (robin.vaughan@mail.house.gov) in my Lake Dallas district office.

Sincerely,

Michael C. Burgess, M.D.
Member of Congress

MB/rv

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TRANSPORTATION

Bryan W. Shaw, Ph.D., P.E., *Chairman*
Toby Baker, *Commissioner*
Zak Covar, *Commissioner*
Richard A. Hyde, P.E., *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

December 10, 2014

Mr. Michael Eastland, Executive Director
North Central Texas Council of Governments
P.O. Drawer 5888
Arlington, Texas 76005-5888

Dear Mr. Eastland:

We have scheduled public hearings to be held in Arlington on January 15, 2015, at 6:30 p.m., in the City of Arlington Council Chamber at the Arlington Municipal Building located at 101 W. Abram Street; and in Austin on January 22, 2015, at 10:00 a.m., in Building E, Room 201S, at the commission's central office located at 12100 Park 35 Circle. The purpose of these hearings is to receive testimony regarding the proposed revisions to 30 TAC Chapter 115, Control of Air Pollution from Volatile Organic Compounds; Chapter 117, Control of Air Pollution from Nitrogen Compounds; and corresponding revisions to the state implementation plan (SIP).

You may download all of the documents to be considered at these public hearings at the following Web site: http://www.tceq.texas.gov/nav/rules/propose_adopted.html. Copies of the proposed SIP revisions and all appendices can be obtained from the commission's website at <http://www.tceq.state.tx.us/implementation/air/sip/siplans.html>.

Your attendance and comments are invited. Comments may now be submitted online by accessing the e-comments Web page located at <http://www5.tceq.texas.gov/rules/ecomments>. If you have any questions or need additional information, please contact Mr. Eddy Lin at (512) 239-3932.

Sincerely,

A handwritten signature in cursive script that reads "Patricia L. Durón".

Patricia L. Durón
General Law Division

PD/sw

cc: Ms. Edith Marvin, PE, Director of Environment and Development North Central Texas Council of Governments, Arlington
Mr. Michael Morris, Director of Transportation, North Central Texas Council of Governments, Arlington
Mr. Tony Walker, Regional Director, Dallas/Fort Worth (*via electronic email*)

Enclosure

P.O. Box 13087 • Austin, Texas 78711-3087 • 512-239-1000 • tceq.texas.gov

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TRANSPORTATION

Bryan W. Shaw, Ph.D., P.E., *Chairman*
Toby Baker, *Commissioner*
Zak Covar, *Commissioner*
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TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

NOTICE OF PUBLIC HEARINGS ON PROPOSED REVISIONS TO 30 TAC CHAPTERS 115 AND 117 AND TO THE STATE IMPLEMENTATION PLAN

The Texas Commission on Environmental Quality (commission) will conduct public hearings to receive testimony regarding proposed revisions to 30 Texas Administrative Code (TAC) Chapter 115, Control of Air Pollution from Volatile Organic Compounds; Chapter 117, Control of Air Pollution from Nitrogen Compounds; and corresponding revisions to the state implementation plan (SIP) under the requirements of Texas Health and Safety Code, §382.017; Texas Government Code, Chapter 2001, Subchapter B; and 40 Code of Federal Regulations §51.102 of the United States Environmental Protection Agency (EPA) concerning SIPs.

The proposed rulemaking would revise Chapter 115 to implement reasonably available control technology (RACT) for all emission sources addressed in a control techniques guidelines (CTG) and all non-CTG major sources of volatile organic compounds (VOC) in the Dallas-Fort Worth (DFW) 2008 eight-hour ozone moderate nonattainment area consisting of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties, as required by Federal Clean Air Act (FCAA), §172(c)(1) and §182(f). The proposed rulemaking would revise the VOC rules to expand the applicability of the existing RACT rules to include Wise County. **(Rule Project No. 2013-048-115-AI)**

The proposed rulemaking would revise Chapter 117 to implement RACT for all major sources of nitrogen oxides (NO_x) in the DFW 2008 eight-hour ozone moderate nonattainment area as required by FCAA, §172(c)(1) and §182(f). The proposed rulemaking would extend implementation of RACT to major sources of NO_x located in newly designated Wise County. Although not necessary to satisfy RACT requirements, the proposed rulemaking would also provide compliance flexibility to testing requirements of Chapter 117 for temporary boilers and process heaters, and it would clarify the definition of electric power generating system to distinguish rule requirements for independent power producers located in all Texas ozone nonattainment areas. **(Rule Project No. 2013-049-117-AI)**

The proposed DFW attainment demonstration SIP revision contains FCAA-required SIP elements including a photochemical modeling analysis, a weight of evidence analysis, a RACT analysis, a reasonably available control measures analysis, a motor vehicle emissions budget for 2018, and a contingency plan. **(Rule Project No. 2013-015-SIP-NR)**

Bryan W. Shaw, Ph.D., P.E., *Chairman*
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TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

December 1, 2014

Mr. Michael Eastland, Executive Director
North Central Texas Council of Governments
P.O. Drawer 5888
Arlington, Texas 76005-5888

Dear Mr. Eastland:

We have scheduled a public hearing to be held in Houston on January 6, 2015, at 2:00 p.m., in the Auditorium at the Texas Department of Transportation District Office, 7600 Washington Avenue. The purpose of this hearing is to receive testimony regarding the proposed revisions to the state implementation plan (SIP) under the requirements of Texas Health and Safety Code, §382.017; Texas Government Code, Chapter 2001, Subchapter B; and 40 Code of Federal Regulations §51.102 of the United States Environmental Protection Agency concerning SIPs.

You may download all of the documents to be considered at this public hearing at the following Web site: <http://www.tceq.texas.gov/airquality/sip/criteria-pollutants/sip-ozone>.

Your attendance and comments are invited. Comments may now be submitted online by accessing the e-comments Web page located at <http://www5.tceq.texas.gov/rules/ecomments>. If you have any questions or need additional information, please contact Ms. Melanie Rousseau at (512) 239-0707.

Sincerely,

A handwritten signature in black ink, appearing to read "Walker Williamson".

Walker Williamson
Air Quality Division

WW/sw

cc: Ms. Edith Marvin, PE. Director of Environment and Development North Central Texas Council of Governments, Arlington
✓ Mr. Michael Morris, Director of Transportation, North Central Texas Council of Governments, Arlington
Mr. Tony Walker, Regional Director, Dallas/Fort Worth (*via electronic email*)

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TRANSPORTATION

Abbott seeks new spending but wouldn't raise tax revenue

By ROBERT T. GARRETT rtgarrett@dallasnews.com

Published: 29 November 2014 11:33 PM

AUSTIN — Gov.-elect Greg Abbott has proposed some new education, border policing and social services programs, which would expand Texas' general-purpose spending by slightly more than 1 percent.

Over the next few years, he also wants to increase highway spending by several billion dollars.

But Abbott takes a hard line against any increase in tax revenue to pay for them. He wants to fund his spending priorities from existing revenue, which is bountiful because of the state's strong economy. Abbott also is promising to scrap wasteful programs, though he hasn't offered details.

"We will ensure the public sector doesn't smother the private sector," Abbott said early in his campaign, as he unveiled eight desired changes in budgeting procedures.

Abbott smashed Democrat Wendy Davis by 20 percentage points, and in January, he'll take over for fellow Republican Rick Perry. He'll be Texas' first new governor in 14 years, and his fiscal agenda and legislative plans are beginning to attract closer scrutiny.

He has offered a mix of highly specific plans for new spending, structural changes in how the state budget is crafted and incomplete proposals to cut property and business taxes. Also, he and other incoming GOP leaders are silent about how they would pay the piper if the state loses the school-finance lawsuit currently on appeal.

The Legislature writes a two-year budget that spends roughly \$100 billion of state revenue for schools, colleges, health care, prisons and social services. The governor must approve the package and has authority to cut individual programs through line-item vetoes.

Abbott's fiscal vision is relatively simple: He wants to bend the spending priorities of one of the leanest state governments in the country, even as he pressures it to become still leaner.

Abbott and Lt. Gov.-elect Dan Patrick have said they want to cut local property taxes and reduce or even eliminate the "margins tax" on state businesses. Neither has supplied details. Abbott also proposed a half-dozen state constitutional amendments to ensure frugality. Among other things, they would narrow how lawmakers can use rainy-day dollars and phase out some of legislative budget writers' favorite accounting tricks.

'Gigantic hole'

Advocates of increased spending on education and health care say that the amendments in particular would be a fiscal straitjacket with long-term consequences. Together with tax cuts and Abbott's spending increases, the state would burn through "growth revenue" needed for fixing school finance, they have warned.

"We have a gigantic hole in our school finance system," said budget analyst Eva DeLuna Castro of the center-left think tank the Center for Public Policy Priorities, referring to 2011 education cuts that lawmakers only partially eased last year.

DeLuna Castro frets that incoming leaders and the enhanced Republican majorities in the House and Senate are too eager to reduce taxes and constrain budget writers. The Texas Supreme Court could demand action to boost school funding by late next year or early 2016, she noted.

“It’s like somebody goes to look in their toolbox and they start throwing out all their tools before knowing what project they’re going to take on,” she said.

Abbott spokeswoman Amelia Chasse said this month’s midterm elections confirmed the wisdom of Abbott’s plans.

“The blue state model has failed: Voters in Illinois, Massachusetts and Maryland changed leadership due to failed fiscal and economic policies,” she said. “Less government, low taxes, smarter regulations and right-to-work laws — not government mandates and programs — are the pro-growth economic policies” that will keep Texas’ boom going.

\$1.3 billion more

Abbott has proposed \$1.3 billion of new spending over the next two years, including:

Giving 5 percent raises to personal attendants of elderly and disabled Texans in community care programs. The aides generally make only \$7.50 an hour. (Cost: \$105 million)

More funding for prekindergarten classes, provided they improve results for children (\$118 million).

More teacher training, to improve reading and math instruction in the early elementary grades (\$64 million).

Grants to improve technology in low-rated schools and generally encourage more online instruction in the public schools (\$164 million).

Hiring 500 additional state troopers to patrol the Texas-Mexico border in new boats, planes and SUVs, with new two-way radios (\$299 million).

Abbott would pay for the projects from an expected state surplus next August and continuing strong revenue growth over the next two years.

Chasse said that approach is “both conservative and responsible. By setting a spending limit, his proposals contain the growth of government and also require spending to be prioritized on critical areas.”

The state’s current spending limit increases with economic growth, as measured by Texans’ personal income. Abbott wants the limit to be inflation and percentage growth in state population. In recent cycles, that would have been a tighter cap.

The move, though, would require a constitutional amendment. So would Abbott’s proposals to rake off much if not most of the sales tax collected on cars and pickups, which would be dedicated to highways; ban lawmakers’ hoarding of special-purpose fees to help balance the budget, effective with the 2022 Legislature; and further wall off of the rainy day fund, which is flush from taxes on Texas’ oil-and-gas drilling boom.

In fact, unless Abbott and GOP leaders keep asking voters for permission to spend rainy day dollars, as they did last year for water projects and this year for roads, his stance could frustrate Democrats and education boosters by leaving as much as \$14 billion off the table by the end of his term.

One of Abbott's proposed constitutional amendments will be a tough sell: He wants lawmakers to yield him more power in budget deliberations, by agreeing to let voters decide whether to give the governor "line item reduction" authority. Currently, a governor can either veto a budget line item or let it stand.

"There's never been a public debate on it," said Dale Craymer, a budget aide to former Govs. Ann Richards and George W. Bush who now heads the business-backed Texas Taxpayers and Research Association. "Obviously, it is a shift of power from the legislative branch to the executive branch, and it requires the Legislature to initiate that. And we've just never been there before."

Liberal budget expert DeLuna Castro said that to cover education and health care increases from inflation and a surging state population, budget writers will take \$7 billion next year.

"That's just the bare minimum to keep from imposing more cuts," she said.

Experts expect the state's general fund to have a balance of \$5 billion or more when the current budget year ends Aug. 31. For the ensuing two years, general-purpose revenues easily could grow by as much as \$10 billion.

Clay Robison, spokesman for the Texas State Teachers Association, said public schools on average receive \$464 less per pupil per year than they did before the 2011 cuts. The state is 46th in per-student spending, and Abbott's offering no relief, Robison said.

"He said he wanted to make Texas No. 1 in education, but I see no evidence of it in these proposals," he said.

Abbott, though, has implicitly criticized recent budgets passed by the GOP-controlled Legislature. While budget writers responded to economic downturns with "necessary and sensible spending reductions" in 2003 and 2011, they were too profligate in 2005, he said in a fiscal plan on his campaign website.

"We must never forget that you know better how to spend your money than do bureaucrats in Austin or Washington," he said a year ago as he outlined the budget proposals.

<http://www.dallasnews.com/news/state/headlines/20141129-abbott-seeks-new-spending-but-wouldnt-raise-tax-revenue.ece>

EPA proposes tougher smog limit, saying health depends on it

By RANDY LEE LOFTIS rloftis@dallasnews.com

Published: 26 November 2014 07:49 PM

The scientific case has been building for how a smoggy summer afternoon in North Texas might harm a child playing outdoors, a person with asthma or, on the worst days, perhaps even a healthy adult.

The evidence says that in Dallas-Fort Worth, as in much of the country, pollution cuts have lowered ozone levels — but not enough to let millions of people breathe what medical experts now consider clean, healthy air.

Gina McCarthy, administrator of the U.S. Environmental Protection Agency, took a step Wednesday to close the clean-air achievement gap when she proposed a tighter national standard, or target level, for ozone.

McCarthy agreed with scientific advisers who have declared, as far back as the George W. Bush administration in 2008, that the current ozone standard of 75 parts per billion does not protect public health with an adequate margin of safety — the legal requirement under the Clean Air Act.

If McCarthy's plan survives what will be a tough public-comment period, lawsuits from industries and states (possibly including Texas) and opposition from congressional Republicans, the new ozone standard would be somewhere between 65 and 70 ppb.

McCarthy also invited comments on taking it lower, to 60 ppb. At that level, ozone's harm becomes harder to document, although some scientists say they can make a case for considering a target that low.

Ozone is the reason people in the Dallas-Fort Worth area must get annual vehicle emissions inspections and businesses must make hundreds of changes the public rarely sees. Doctors note that ozone also is a major reason why people show up at emergency rooms after a string of smoggy days.

The current 75 ppb standard has been an elusive goal for North Texas. Ozone levels have dropped over the years as a result of federal controls on vehicles and fuels, state rules on industrial emissions, and incentive programs.

But the region's official reading, based on a high level recorded in Denton, is still 81 ppb — meaning at least a 13.5 percent reduction would be needed to reach 70 ppb.

“Bringing ozone pollution standards in line with the latest science will clean up our air, improve access to crucial air quality information, and protect those most at risk,” McCarthy said. “It empowers the American people with updated air quality information to protect our loved ones. Because whether we work or play outdoors, we deserve to know the air we breathe is safe.”

“Fulfilling the promise of the Clean Air Act has always been EPA's responsibility. Our health protections have endured because they're engineered to evolve, so that's why we're using the latest science to update air quality standards — to fulfill the law's promise, and defend each and every person's right to clean air.”

Counties with too much ozone would have until 2020 or 2037 to meet the standard, depending on the severity of the problem, the EPA said. The agency said the “vast majority” of U.S. counties would meet the new standard by 2025 simply as a result of programs now in place.

By itself, the standard does not require any specific action; it is meant as a science-based statement of how much ozone is safe for people to breathe. Independent, volunteer scientists who spent three years reviewing and debating published ozone research unanimously recommended that McCarthy lower the standard.

But the standard’s impact is huge, since it sets the bar for future federal, state and local clean-air efforts, including those governing vehicle and industrial emissions. And it marks a major new public-health goal.

Nationwide and in Texas, health and environmental groups swiftly praised McCarthy for protecting the breathing public, while Texas regulators and business groups condemned her plan as a potential drag on the economy.

“As pediatricians, we can prescribe inhalers and treat asthma attacks, but unfortunately we cannot reduce the risk that ozone pollution poses to our young patients,” the 62,000-member American Academy of Pediatricians said.

“The EPA’s proposed new lower standard is a step in the right direction to help limit the amount of ozone our children are exposed to on a daily basis, whether during their walk to the bus stop or their outdoor sports activity. Every child deserves the opportunity to play outside without the risk of breathing in harmful air, and pediatricians will continue advocating for clean air until we achieve that goal.”

Cyrus Reed, acting director of the Sierra Club’s Lone Star Chapter, said meeting a tighter standard would not require radical new measures.

“Texas can achieve these crucial health-based ozone standards with solutions already at our fingertips,” he said. Those solutions include retrofitting older coal-burning power plants, fully funding state incentive programs for clean vehicles, and targeting emissions, leaks and flaring from oil and gas production.

But all three of the officials in charge of regulating Texas pollution, the commissioners of the Texas Commission on Environmental Quality, blasted McCarthy’s proposal.

“As a scientist, I am disappointed, but not surprised, that the EPA has proposed these new, shortsighted regulations,” said commission chairman Bryan W. Shaw, who has a Ph.D. in agricultural engineering.

“Environmental regulations should be based on good science, common sense, and the certainty that they will achieve the stated health benefits,” he said. “The EPA proposal fails miserably at meeting any of those metrics.”

Jay Timmons, president and CEO of the National Association of Manufacturers, put the ozone rule in the context of a suite of air rules emerging from the EPA. They “collectively place increased costs, burdens and delays on manufacturers, threaten our international competitiveness and make it nearly impossible to grow jobs,” he said.

“Before the Obama administration moves the goal posts with yet another set of requirements that will make it more difficult for manufacturers across the country, they need to allow existing ozone standards to be implemented and give time to American businesses to meet those already stringent and onerous requirements.”

That’s also a theme of efforts by Senate Republicans to block McCarthy’s move. The proposed Clean Air, Strong Economies Act would prohibit a lower ozone standard until 85 percent of counties that now violate the existing standard have cleaned up their air.

Texas Sen. John Cornyn is a co-sponsor.

AT A GLANCE: Myths and reality about ozone

Here are some of the most common myths about ozone, its origins and its regulation and the reality:

Myth: The EPA administrator should consider the costs of compliance when setting a new standard.

Reality: The Clean Air Act forbids factoring costs into a standards decision. The standard must be based on health science alone. Costs come into play later, when implementing rules are adopted. The U.S. Supreme Court has twice upheld this separate process.

Myth: A state or region loses its federal highway money if ozone levels are too high.

Reality: No federal highway money is tied to ozone levels. Highway money can be suspended if a state flatly refuses to submit an acceptable ozone plan, but even that penalty is never imposed, because the law allows for second and third chances to submit a plan. There is no highway-money penalty if a plan fails and ozone remains high.

Myth: Ozone comes mostly from natural sources such as vegetation.

Reality: Natural emissions of volatile organic compounds from vegetation are one factor in natural ozone levels. But decades of scientific research show that emissions from human-related sources are the chief causes of cities’ smog problems.

Myth: The same ozone that people breathe protects us from the sun’s ultraviolet radiation.

Reality: The ozone layer that blocks ultraviolet rays is 10 to 15 miles above the earth. There’s very little exchange between this ozone layer and the troposphere, where people live and breathe.

SOURCE: Dallas Morning News research.

<http://www.dallasnews.com/news/metro/20141126-epa-proposes-tougher-smog-limit-saying-health-depends-on-it.ece>

Freight rail an economic engine

Posted Wednesday, Dec. 03, 2014

BY JUNGUS JORDAN

Special to the Star-Telegram

Residents, business leaders and city officials came together recently to celebrate completion of one of the most important infrastructure projects in Texas in recent memory.

The \$115 million Tower 55 project completed by the city of Fort Worth, BNSF Railway Co., Union Pacific, North Central Texas Council of Governments, the U.S. Department of Transportation and the Texas Department of Transportation will ease highway congestion and streamline rail traffic flow for the 100-plus freight and passenger trains passing through the area daily, improving service times and air quality.

Freight railroads are investing billions of dollars in projects like this all across the nation to expand rail capacity and respond to customer demand.

They are on track to invest more than \$26 billion this year, a record high.

This results in an evermore efficient means of transporting items and the cleanest, safest, most economical rail system in the world to move everything made, mined, drilled and grown here in Texas to the rest of the country and the rest of the world.

This \$26 billion investment is not taxpayer money, and rail investments produce tangible benefits for everyone. They save consumers money, lower the bill to taxpayers for wear and tear on roads, conserve fuel and improve air quality.

With the population of Texas expected to double by 2060, the Metroplex and the state will see a huge increase in the demand for freight transportation. Investments by railroads will help move this freight in the safest, most efficient manner possible.

Texas leads the nation, with freight railroads employing more than 16,000 workers in the state, each supporting another 4.5 jobs elsewhere in the economy.

BNSF Railway is headquartered in Fort Worth, which is also home to its Alliance Intermodal Yard, where workers unload about 1,500 containers per day.

Union Pacific's local operations are headquartered in Fort Worth at Davidson Yard, processing more than 500,000 railcars every year, equal to nearly two million truckloads of product.

Hundreds more of our fellow residents work building state-of-the-art locomotives at the General Electric facility in north Fort Worth.

Fort Worth is one of the nation's historic "rail" cities, and the rail industry continues to thrive here.

Freight rail provides an efficient and reliable infrastructure to move our goods, sustain our current economic output and capitalize on future growth opportunities.

As a proud Air Force veteran, I also want to note that nearly one in five railroad jobs goes to a veteran of America's armed forces.

Our economic future truly is riding on rail.

Councilman Jungus Jordan represents District 6 in south and southwest Fort Worth.

Fort Worth has highest population growth in U.S.; Dallas comes in 24th

Dec 4, 2014, 1:46pm CST

By Korri Kezar Staff Writer- Dallas Business Journal

Fort Worth came in as the top big city in the nation for population growth between 2000 and 2013, boasting a 42.34 percent increase.

On Thursday, the U.S. Census Bureau released a ranking of the fastest-growing cities in the country, putting Cowtown at the top of the list. It dwarfed Austin, which came in third, by nearly 15 percent, and had more than double the gain of San Antonio, which came in fourth.

Dallas was also left in the dust by its neighboring city, taking 24th with 2.83 percent.

Still, it shows the mass migration to Texas and North Texas specifically. When looking at why DFW is bringing in thousands of new residents every year, the refrain remains the same from several sources: jobs, jobs, jobs.

Being home to 18 Fortune 500 companies across a variety of sectors and an attractive hub for businesses such as Toyota looking to relocate, it's no wonder people are flocking to DFW. Toyota's move is expected to bring and hire more than 3,000 workers. That means the carmaker's move alone has the potential to draw in more than three times the number of people who moved to Memphis between 2000 and 2013.

That's not to mention other North Texas amenities, including affordable housing, proximity to an international airport and its central location in the U.S.

"(DFW) is an attractive area with much to offer new residents," reported Moving to Texas, a website that provides resources for people looking to relocate to the state. "You'll like the low cost of living in Dallas, the jobs and the business-friendly climate. It offers a good quality of life for its citizens."

And when residents finish with their 9 to 5, there's plenty of fun to be had, including shopping at Highland Park Village, the country's oldest shopping center; visiting clubs and venues like Billy Bob's Texan; catching a Cowboys football or Mavericks basketball game, dropping into the Dallas Museum of Art or Kimbell Art Museum; and seeing Big Tex at the annual State Fair of Texas.

"Our city is vibrant and diverse, sophisticated and fun, and a center for art, fashion and sports," said Dallas Mayor Mike Rawlings.

<http://www.bizjournals.com/dallas/news/2014/12/04/fort-worth-has-highest-population-growth-in-u-s.html>

Finding what went wrong in 2013 ice storm

Posted Monday, Dec. 08, 2014

After a crippling ice storm struck North Texas a year ago and wouldn't release its grip for several days, this Editorial Board questioned the Texas Department of Transportation's failure to clear major highways sooner.

The consensus among local officials, our editorial said on Dec. 17, 2013, was that "everybody pretty much did what they could."

That was good, we pointed out, but the question that needed to be examined was whether there was anything they could have done better.

It's clear now that transportation department personnel and other local officials have indeed asked tough questions of themselves. They've examined their response to that storm — which came to be known as "Icemeddon" — and have pinpointed some things they intend to do better next time.

Star-Telegram writers Bill Hanna and Gordon Dickson reported on their efforts in separate accounts Saturday and Sunday.

Tom Bradshaw, meteorologist in charge at the Fort Worth office of the National Weather Service, acknowledged to Hanna that, despite his office's numerous advisories about an impending storm, many public works officials were caught off guard.

"We need to do a better job of communicating what we know," Bradshaw said.

What eventually helped clear freeways, after several days when ice softened just a bit during the daytime but refroze overnight to form thick, "cobblestone ice," was when transportation department officials brought in road graders to shave it progressively away.

Having those graders on hand earlier, some of them brought in from other state highway districts, could have helped.

"The whole concept is don't let this stuff [thick ice] bond," Jim Crites, DFW Airport's vice president of operations, told Dickson. "Scrape it off and keep it in a fluid state so when the sun comes out, it can evaporate."

Edith Marvin, environment and development director of the North Central Texas Council of Governments, brought together public works officials and other city and transit officials shortly after the storm.

They met with officials from the transportation department, the weather service and the North Texas Tollway Authority to examine what they did during the storm and search for ways to do better.

They've continued to meet quarterly.

"It's important for people to know the level of planning that is going on, and the good thought behind the planning," said Michael Morris, transportation director for the council of governments.

It is, and we're proud of the folks who are doing it.

We thank them.

Texans want less toll road talk, official says

Posted Monday, Dec. 08, 2014

By Gordon Dickson

gdickson@star-telegram.com

It's no secret that toll roads are about as popular as Ohio State football in many parts of Texas these days.

Rural areas in particular have traditionally shunned them. But now, even large metro areas such as Dallas-Fort Worth and Houston are showing signs of "toll fatigue," the state's top transportation official said Monday.

That's why Joe Weber, executive director of the Texas Transportation Department, said he expects a lot less talk about toll roads during the next legislative session, which begins Jan. 13.

"That's a great concern — tolling fatigue. There's no doubt in my mind it's out there. We're sensitive to it," Weber said during a conference call with reporters. "We're going to listen very closely with local communities out there."

But Weber also predicted that lawmakers will have a robust discussion about how to pay for transportation projects using other methods.

"As we do get into an area of tolling fatigue, regardless of what portion of the state it is, we should be aware there's got to be some other sources of funding. [Tolling] is a tool in our toolkit that has been successful."

Weber said he doesn't expect to see a major transportation bill filed this session advocating the use of comprehensive development agreements, which allow the state to enter into contracts with private-sector partners that are allowed to keep toll proceeds. Such arrangements were authorized during previous legislative sessions to pay for roads such as the North Tarrant Express in the Fort Worth district, and for LBJ Express in Dallas.

But many projects North Texans are likely to see completed in five or so years will likely continue to have a toll component, mainly because the state's authority to build them is already in place. Those projects include the proposed extension of Texas 360 as a toll road from Arlington to Mansfield, and the expansion of Texas 183 on the south end of Dallas/Fort Worth Airport.

But tolls aside, many transportation advocates believe that this may be the first time in many years when it's acceptable to talk about other types of revenue for road projects. They point to the constitutional amendment known as Proposition 1, which Texas voters overwhelmingly passed in November.

Prop 1 will allow a certain amount of surplus coming into the state from oil and gas production to be used on nontoll projects. The amount is expected to vary each year, but in the first year the expected amount is roughly \$1.74 billion.

That may sound like a fortune, but it's actually just a portion of the revenue state Transportation Department officials say they need to keep up with the state's job and population growth.

Even with the injection of \$1.74 billion, the state will be roughly \$3 billion a year short, officials said.

"I think they'll realize they have more projects than this can deliver," said John Barton, Transportation Department deputy executive director. He said motorists in metro areas often object to tolls but choose them as an alternative to waiting years for a project to be funded through traditional motor fuel taxes and car registrations.

Barton and Weber also said they expect a vigorous debate on a new law banning the use of mobile devices while driving.

Texas is one of six states without a ban on texting while driving, along with Arizona, Mississippi, Missouri, Montana and Oklahoma, according to Jennifer Smith, executive director of StopDistractions.org, an organization that pushes for tougher laws.

Texting while behind the wheel has become socially taboo and the subject of ad campaigns such as "Driving While Intoxicated" and "Stop the Texts, Stop the Wrecks."

About 1 in 5 crashes is caused by distracted driving, and lawmakers four years ago passed a texting ban four years ago only to see it vetoed by Gov. Rick Perry.

Rep. Tom Craddick, R-Midland, filed a bill in November that would ban texting while driving statewide. He noted that 38 Texas cities have bans and said the result is "a patchwork of local ordinances that confuses drivers."

"The Texas Legislature has a responsibility to give our law enforcement officers the tools they need to make our roadways safer," Craddick said in an email.

Arlington, Fort Worth net high rankings for attracting young people

Posted Tuesday, Dec. 09, 2014

BY CATY HIRST

chirst@star-telegram.com

Arlington and Fort Worth are two of the top cities for Generation Yers to live, with Arlington ranking No. 2 and Fort Worth No. 12 because of cheap living, growing job markets and trendy activities to keep the younger crowd busy.

The [study by Vocativ](#), a media company based in New York, looked at job markets, cost of living, public transit, diversity and “lifestyle metrics,” such as availability of live music and the cost to dine out, to rank the best cities for people 35 and younger to live.

Arlington finished No. 2 because “literally everything is cheap in Arlington” and entertainment is readily available, the report says.

The one thing Arlington doesn’t have, the report jokes, is kombucha (a fermented black or green tea). But “with what Arlingtoners save on rent, they can afford to have it [kombucha] delivered from L.A., on foot.”

“Go see a Cowboys game, go to a country show — do anything. You have all the money,” the report says.

Ashley Peña, a senior at the University of Texas at Arlington who moved to town five years ago from West Texas, vouched for the findings. “I definitely agree with the cheap rent. There is very affordable housing around here,” she said.

Being centrally located is another plus for the 22-year-old, who will graduate in May and is already looking for jobs in Arlington.

“One of the biggest things I love about Arlington, it’s right in the middle of Fort Worth and Dallas,” Peña said. “You have the best of both cities without being immersed in them every day.”

Fort Worth roped the No. 12 spot not only because of good jobs, cheap gas and affordable living but also because “areas like the West Seventh Street Corridor and Sundance Square are becoming hipster-fied.”

“And the stunning Kimbell Art Museum is a work of art in and of itself. Sushi and vegan cupcakes — clearly, this ain’t the same Texas as before,” the report says.

Mayor Betsy Price said the report is good news to a city working to appeal to the up-and-coming generation.

“The chamber did a study on young folks and Fort Worth’s ability to attract them, and we were hemorrhaging young folks,” Price said. “They just weren’t staying here. They were going to Dallas and Austin and all these places, and so everyone started a strong focus on the young people.”

Price’s efforts to reach the younger crowd include [SteerFW](#), a young professionals group engaging in civic service.

“The south side has really grown. West Seventh has really grown. The food choices have changed. And of course we have Steer Fort Worth,” Price said. “I just think it is great. We have great jobs and a low cost of living.”

The report cites other Texas cities, with Austin at No. 5, Dallas at No. 14, Lubbock at No. 15 and Houston at No. 16. Irving, Plano and Garland were also in the top 35.

“The Lone Star State has cheap rent, gas and Wi-Fi, a ton of young people and a booming economy,” according to the report.

Staff writer Susan Schrock contributed to this report.

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Major provisions of \$1.1 trillion spending bill

Posted Wednesday, Dec. 10, 2014

The Associated Press

Top lawmakers Tuesday released a massive 1,603-page, \$1.1 trillion omnibus spending bill funding every government agency but the Homeland Security Department through Sept. 30, 2015. The measure also contains dozens of policy provisions affecting financial regulations, the environment, school lunches and regulations requiring truckers get more rest. Provisions include:

SPENDING

— Overall spending. \$1.013 trillion for core agency budgets for day-to-day operations, with \$521 billion for defense and \$492 billion for non-defense. That represents about one-third of the federal budget and is essentially a freeze at current levels. Another \$64 billion is provided for overseas military operations.

— Defense. Provides a base budget of \$490 billion to the Pentagon, a \$3.3 billion increase. Maintaining 1.3 million active-duty troops and 820,800 reserves would cost \$128 billion. Another \$162 billion is provided for operations and maintenance; procurement of new weapons systems, including 38 new F-35 fighters, totals \$92 billion.

— Overseas military operations. Provides \$73.7 billion for overseas military operations and diplomatic efforts by the State Department to combat terrorism, including \$3.4 billion to continue the air campaign against Islamic State militants and \$1.6 billion to train the Iraqi military. Provides \$4.1 billion to train and equip Afghanistan's military.

— Homeland Security. Keeps the Homeland Security Department funded at current levels through Feb. 27. Its budget will be revisited next year when Republicans are hoping to roll back President Barack Obama's recent moves on immigration.

— Ebola. Provides \$5.4 billion of President Barack Obama's \$6.2 billion request to fight Ebola at home and abroad; \$2.5 billion of the total would help African countries fight the disease, while \$2.7 billion would go to the Health and Human Services Department, including \$1.2 billion for Center for Disease Control and Prevention efforts to stop Ebola in West Africa and strengthen public health systems in at-risk countries.

— Foreign aid. Provides \$49 billion for foreign aid programs, an almost \$3 billion increase. Some \$6 billion would help fight HIV/AIDS overseas, while \$7.2 billion would be for economic and development programs. Israel would receive \$3.1 billion in military aid; Egypt would receive \$1.3 billion in military aid and \$150 million in economic assistance. The Millennium Challenge Corporation, which directs aid to countries demonstrating economic and social progress, would receive \$900 million.

— Environmental Protection Agency. Cuts the EPA budget by \$60 million to \$8.1 billion, or 21 percent below peak levels in 2010.

— Internal Revenue Service. Cuts the IRS by \$346 million to \$10.9 billion. Blocks the agency from targeting tea party organizations and other advocacy groups seeking tax-exempt status based on their ideology.

— Transportation. Provides \$71 billion for transportation programs, including \$40 billion in highway funding for states. Aid to Amtrak would be maintained at \$1.4 billion.

— Housing. Provides \$26 billion for Section 8 and other public housing programs for the poor. Add \$10 billion for other housing programs, including help for the elderly and disabled.

— Crime-fighting. Provides \$8.4 billion for the FBI, a slight increase; \$2.4 billion for the Drug Enforcement Administration; \$1.2 billion for the Bureau of Alcohol, Tobacco, Firearms and Explosives; and \$2.3 billion for various grants to state and local law enforcement.

— NASA. The space program would receive \$18 billion, a \$364 million increase. Of that, \$4.4 billion is provided for the new Orion space-launch system, which last week had its first test launch.

— Food Aid. Provides \$82 billion for food stamps as required by law; allots another \$6.6 billion for a program that provides food aid to pregnant and nursing mothers and their young children. Another \$21 billion goes to mandatory funding for the school lunch program and child nutrition programs.

— Capitol Dome. Provides \$21 million to continue a project restoring the iconic cast-iron Capitol Dome, which is beset by crack and leaks.

POLICY 'RIDERS'

— Likely to be amended to include legislation aimed at shoring up underfunded multiemployer pension plans, including a controversial provision that permits them to cut the benefits of current and future retirees to shore up severely distressed plans.

— Eases regulations under the 2010 Dodd-Frank overhaul of financial regulations that require banks to set up separately capitalized affiliates — ineligible for federal benefits such as deposit insurance — to deal in more exotic and riskier forms of complex financial instruments called swaps. Regulators could still "push-out" risky swaps based on asset-backed securities.

— Blocks new Transportation Department regulations that require truckers to get two nights of sleep before restarting the clock on their workweek. One effect of the rule was to shorten the maximum length of a trucker's workweek from 82 hours to 70 hours.

— Relaxes rules slated to go into effect in 2017 that require more whole grains in school foods. Put off rules to lower sodium in school meals that were supposed to go into effect in 2017.

— Prohibits the use of federal or local funds from implementing a referendum legalizing recreational marijuana use in Washington, D.C.

— Blocks the Fish and Wildlife Service from placing the Sage Grouse on the Endangered Species list, which Republicans claim will have economic benefits for Western states.

— Blocks the Justice Department from raiding medical marijuana dispensaries in states where they are permitted.

— Prohibits the use of funds for a "National Roadside Survey" by the National Highway Transportation Safety Administration.

— Bars funding for renovation of the United Nations Headquarters in New York, a new London embassy and debt relief for foreign countries.

— Withholds money from the U.N. population fund, dollar for dollar, if it operates a program in China.

— Prohibits the transfer or release of detainees held at the prison at Guantanamo Bay, Cuba; also bans construction of facilities to hold detainees within the U.S.

— Prohibits funding for the administration "light bulb standard," which prevents the manufacture or sale of incandescent bulbs.

— Bars funding for the White House to order the IRS to determine the tax-exempt status of an organization.

— Prohibits the use of funds for painting portraits.

— Prohibits the Environmental Protection Agency from regulating lead in ammunition or fishing tackle.

Editorial: Smart regulations for car-service apps deserve approval

Few businesses have been spared the epochal changes that the rise of the Internet has unleashed.

Retail, music, television and, *ahem*, newspapers have all seen their business models turned upside down by the ease and speed of information that flows on the Web. Given that, it's remarkable how long it has taken for the Internet to radically change the taxi business.

Lumbering cab monopolies have hung on in major cities for a long time, often with poor service and high prices. The demand for something better was there, but supply and onerous regulation, often built through political machinations, stifled innovation and competition.

Finally, the Internet is forcing change in this industry, too.

Uber came to Dallas in 2012. Its competitor, Lyft, wasn't far behind.

These car services don't own any cars. Instead, they use smartphone apps to connect riders with drivers. You get a price estimate and updates on how long it will take your car to arrive. No cash changes hands. It's all on the app.

Our big local cab company, Yellow Cab, was not ready for the competition, and Dallas City Hall wasn't ready for the innovation.

For the last two years, Uber and Lyft have operated in a regulatory gray area. That needs to change today with a vote from the Dallas City Council to approve smart and fair regulations on cars for hire.

Last year, it looked like top city officials, including City Manager A.C. Gonzalez, would try to pull the rug out from under innovative companies like Uber. That failed in a hail of public outrage. Since then, city staffers led by council member Sandy Greyson have worked hard to craft smart regulations that protect the public while also paving the way for better and more competitive car service.

City officials are right to be concerned about public safety. Issues around driver background checks, insurance and permitting needed to be resolved to ensure the highest level of safety possible for the riding public.

Not just anyone should be allowed to pick up fares. Companies like Uber and Lyft must make certain that drivers are adequately insured, either through their personal insurance or through the companies themselves.

City staffers did a good job of drafting solid regulations that should allow car-service app companies to operate while giving the public assurance that drivers have had their backgrounds

checked, that cars-for-hire have enough insurance and that riders have access to the information they need to level complaints against drivers with the city. Car services, which can often be cheaper than taxis, are required to serve all parts of the city.

Yellow Cab's owner, Jack Bewley, has reacted to the proposed regulations with hysterics. Dallas, he suggested, will become another New Delhi if we accept these new regulations and open the door to fulsome competition.

Such arguments have the whiff of someone clinging to the past. Dallas must drive forward.

Proposed regulations

New regulations proposed for car-for-hire apps:

Insurance: From the time a driver indicates his vehicle is available for hire, but before accepting a ride, the app company must provide contingent insurance. From the time a driver accepts a ride to the time the passenger is dropped off, the company must provide primary insurance.

Permits: To qualify, a driver must have a valid license, no more than three moving traffic violations, and no convictions for serious crimes.

Background checks: To acquire a permit, a driver must undergo a background check, including a criminal history review.

Trinity Parkway emerges yet again as Dallas' top controversy

By BRANDON FORMBY bformby@dallasnews.com

Transportation Writer

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They call Trinity Parkway the “zombie toll road” for a reason.

The \$1.5 billion road planned to run within the Trinity River levees has been in development for 16 years. But it's never managed to come to life — or completely die.

And now, more than seven years after Dallas voters last signaled approval of the project, it's emerged as one of the city's most contentious issues once again.

Dallas and regional officials will debate the road Wednesday at a forum hosted by state Rep. Rafael Anchia, who worries that state money will be requested to shore up the project's massive shortfall. An online question he posed to residents last month found that an overwhelming majority are opposed to the project.

Anchia, D-Dallas, isn't taking sides on the project for now.

Six renowned urban planners and transportation experts next week will take a crack at redesigning aspects of the road amid mounting criticism that it will be hostile to the massive park that city leaders also plan within the levees.

The road has also emerged as a key issue in next year's City Council elections. Voters in May could for the first time seat an anti-toll-road majority, a move many say could kill the project.

Residents first approved the road in 1998, when it was an \$84 million item in the \$246 million bond package for the complete Trinity River redo. They again gave their approval in a contentious 2007 referendum. But Dallas — and how people view its controversial river toll road — has changed significantly since both elections.

Civic and city leaders have begun to reverse decades of decline in downtown that many say is a result of existing highways choking the area on all sides. Some neighborhoods just outside downtown, which residents once maligned or ignored, now have restaurants and shops that draw people from across the region.

And the decades-long tactic of building more highway lanes to decrease traffic congestion has increasingly been challenged. Urban planners and transportation experts these days say that more

roads lead only to more cars using them. Trinity Parkway's own traffic impact estimates indicate the road won't have a significant effect on congestion in a large area around the road for 21 years.

"It is the road that seeks a purpose," said Dallas City Council member Scott Griggs, who will present his opposition at Wednesday's debate.

Taking up the Trinity Parkway side will be North Central Texas Council of Governments transportation director Michael Morris. Like several current and former City Council members, business leaders and transportation officials, he has spent years pushing the road closer to the start of construction.

Federal authorities are expected next year to announce the final decisions on whether the road can be built. Morris isn't surprised it's taken so long to get to this point. He said the road is an infinitely complicated project that balances transportation needs, recreation plans, economic development hopes, flood control requirements and environmental concerns.

And, he notes, it does all of this within levees meant to prevent the city from flooding.

"It's never been done before," Morris said. "That's what's been so exciting."

Federal approval

Two primary factors in the latest flare-up are those pending federal decisions from the Federal Highway Administration and U.S. Army Corps of Engineers.

To seek federal approval, local officials had to compile an environmental impact statement. That massive report finally made public the road's potential size, interchange points, traffic impact and likely flooding problems. After years of debating and voting on abstract ideas, Dallas residents earlier this year finally got more concrete details about what exactly Trinity Parkway could be.

"They actually had something they could sink their teeth into," said City Council member Lee Kleinman, who supports the project, though not vehemently.

Trinity Parkway is planned as a 9-mile road that runs inside the levees for about 6.2 miles. The road's western terminus connects to the intersection of Interstate 35E and State Highway 183 northwest of downtown. The eastern terminus connects to U.S. Highway 175 southwest of downtown.

The environmental documents show a massive road that's typically six lanes across but could be at least nine lanes wide at some points. Dallas doesn't have to build it that big. The city could go smaller and stay within the same footprint. But it would have all the approval needed to scale up in the future.

"You build them over time as it makes sense, as volume grows," Morris said.

Near downtown, the road would abut recreation areas the city wants to build in hopes of turning the flood plain into an urban oasis. And, the documents say, the flood wall separating the road and the park areas won't always prevent the road from flooding.

The impact statement says the road could flood in a 100-year storm. Such an occurrence would put the road out of commission for five days so that \$3.2 million worth of maintenance could be done to reopen it, the documents say.

Success stories

While road supporters say Trinity Parkway is needed to relieve congestion on Interstates 30 and 35E near downtown, opponents say another highway segregating downtown flies in the face of recent urban success stories.

Klyde Warren Park, a decked recreation area that connects downtown to Uptown over the Woodall Rodgers Freeway that once divided it, has been universally praised. So much so that city and state leaders want to replicate its success in two spots over Interstate 30.

North Oak Cliff has blossomed into one of the area's most popular neighborhoods, thanks in large part to the bustling Bishop Arts District that attracts people from all over the city and the country.

West Dallas is in the midst of a dramatic transformation, thanks in large part to the Margaret Hunt Hill Bridge that now connects that neighborhood to downtown.

Brenda Marks, a longtime toll road opponent, said residents now have a better understanding of what projects make the city vibrant and which ones simply make it easy to drive through. And Trinity Parkway is now largely recognized as a potentially monumental blunder, she said.

"The landscape, the geography is different," she said. "The mindset is different."

Design summit

Project supporter Mayor Mike Rawlings understands why residents would look at how the road affects the city and the park with a critical eye, especially now that there's more public information than ever about the project.

"That's natural for citizens and healthy," he said.

Rawlings said next week's design summit will provide a chance for detailed criticisms to influence the finished product.

Whether that influence comes to fruition depends on whether experts' recommendations can be worked into the project so late in the game. Whether those potential changes appease critics depends

on whether the changes are permanent rather than the initial iteration of a road that will grow over time.

Like Morris, Rawlings is not surprised the project continues to re-emerge as a citywide issue.

“People want something they’ve voted for and envisioned,” Rawlings said.

Congress battles Highway Trust Fund deficit

Community Impact Newspapers 12/10/14 By Matt Stephens

Although Texas voters approved Proposition 1 on Nov. 4—a constitutional amendment which could provide \$1.7 billion to state transportation projects in the next year—Texas and the rest of the country have an even more significant long-term transportation funding problem on the horizon: the Highway Trust Fund.

The federal government's funding source for transportation projects across the country, the HTF could run out of money if Congress does not pass new legislation this session. In addition, decreasing revenue from the motor vehicle fuel tax and a growing need for transportation projects means the HTF is facing an average \$17 billion annual deficit from 2015–23 unless Congress finds a new funding source.

"For a growing state like ours, [the HTF is] even more critical," said Rep. Kevin Brady, R-The Woodlands. "Just in our communities, we're seeing a strong economy, more growth in people, in businesses and—on the roads—more growth in cargo. It's creating a critical situation that requires that we act soon on this."

Funding problem

The majority of HTF revenue is generated by 18.4 cents for every gallon of gas pumped throughout the country as well as 24.4 cents per gallon of diesel gas. The gasoline tax has not increased since 1993, said Janet Kavinsky, executive director of transportation & infrastructure for the U.S. Chamber of Commerce. With less gasoline tax revenue being generated, the federal government has had to borrow from the rest of the budget to make up the difference. Since 2008, \$64.1 billion has been borrowed to make up the shortfall, she said.

The national recession in 2008 exacerbated the gas tax revenue decline, Kavinsky said.

"When [people] drove less, they also bought less gas, so there were fewer fuel taxes going into the [HTF]," she said. "We didn't anticipate that, so we had to start making up the difference. People didn't jump back into driving the way they did before, so we [have been] making up the difference ever since." While Congress deals with a long-term problem of fixing federal transportation funding, there is perhaps a more pressing issue of what to do about funding transportation in the next fiscal year.

Kavinsky said Congress passed a bill in July to extend MAP 21—the federal transportation act that has provided states transportation funding since 2013—until May 2015. However, unless Congress acts before then and approves a new bill to fund transportation, the HTF could run out of money.

"I don't think we're hearing any great panic about this," said Alan Clark, director of the Houston-Galveston Area Council's Metropolitan Planning Organization. "Most people feel like it's a matter of when [a bill is passed], not if. But I think there's a bigger issue of transportation funding overall."

Local effect

Roughly one-third of all of the Texas Department of Transportation's budget comes from federal funding, TxDOT Public Information Officer David Glessner said. The department's federal obligation authority, or the authority provided by federal law to make funds available for use, has hovered around \$3 billion a year since 2009.

"It's critically important," Brady said of the HTF. "It funds about half a billion dollars of projects in the Houston region each year, and it's more than a third of the Texas highway funding."

Clark said federal funding has been integral to projects throughout the Greater Houston area, including various improvements to Hwy. 290 and Hwy. 59. He said most state transportation projects, aside from toll roads, will likely have some federal funding contributions.

However, federal funding for state and local transportation projects is not necessarily provided prior to a project's construction, Clark said. Rather, states are reimbursed for costs spent on transportation projects.

"It's up to each state to decide how much risk it wants to incur based on the funds that have or have not been appropriated," Clark said. "The states can go ahead and make the investment knowing that at some point they will receive the reimbursement. They just don't know when."

Glessner said transportation projects take years to develop, and planners need some idea of the long-term funding outlook. The short-term extensions provided by Congress have made it difficult for TxDOT to depend on federal funding.

"In recent years, Congress has let the authorization get close to expiring before extending or reauthorizing the program," Glessner said. "Also, [revenue] to the trust fund [does] not keep up with obligations."

State agencies are preparing for a potential slowdown in transportation projects. Glessner said TxDOT can borrow funds on a short-term basis to cover the operations of the department for several months. Congress has let the program expire for a few days in the past, but it has not been lengthy enough to interrupt construction projects, Glessner said.

Federal funding does not just affect TxDOT projects or highway projects, Clark said. The funding from HTF can be used for transit services for local government agencies, such as the Metropolitan Transit Authority of Harris County and The Woodlands, for capital purchases, maintenance costs and to offset operating expenses.

Funds from the HTF also go toward improvement and transportation plans, park and pathway projects and environmental programs, such as the reduction of vehicle emissions on roadways, Clark said.

H-GAC officials estimate about \$1.7 billion of H-GAC's \$3.5 billion 2018 Transportation Improvement Program—a four-year plan of transportation projects approved to receive federal funding—will receive federal money between 2015 and 2018.

Short-term, long-term solutions

With MAP 21 set to expire in May, Congress will be faced with passing a new transportation funding bill this next session.

"There's no question that we're going to extend the [HTF]," Brady said. "It has strong bipartisan support. It would be irresponsible to not extend it. So my guess is that Congress will extend the trust fund for a shorter period, maybe a year or two, [but not] the six years that most of us would [prefer]."

Brady said the challenge, however, is finding a long-term solution to federal transportation funding.

Kavinoky said any long-term solution should meet three criteria: the funding solution must be able to be collected today, it must raise enough sustainable funding and it has to be transportation-related.

"We should increase the federal gas and diesel taxes and index them to inflation," she said. "Then we need to [look] at what we're going to do as cars become more fuel efficient."

Brady said there are more cons than pros to increasing the gas tax because of the need to reform the HTF. As a donor state, Texas also sends more gas revenue to Washington than it receives for transportation funds, so there is no incentive for Texas to pay a higher gasoline tax, he said.

State Rep. Patricia Harless, R-Spring, said the state receives about 70 cents in transportation funding per dollar of the gas revenue sent to Washington. Despite an estimated \$5 billion transportation funding shortfall at the state level, Harless said she believes the state should address the shortfall itself.

"The money we get from the federal government is important, but we're losing 20–30 cents on the dollar," Harless said. "I don't want to send any more money to the federal government than I have to."

One long-term solution to fixing the federal problem could be the passage of the Transportation Empowerment Act, which would send the bulk of the highway gas tax money back to the states, Brady said.

"It gives more control to the states and requires less paperwork, so you're getting these projects done more quickly," he said. "That still doesn't have the majority support, but I think, long-term, that's a real solution."

The American Association of State Highway and Transportation Officials released a list of 38 possible funding sources in November, including various transportation taxes, registration fees and user fees. AASHTO estimates a 10-cent increase in the gas tax would yield \$13.21 billion more revenue in 2014 and \$78.12 billion more from 2015–20.

<http://impactnews.com/houston-metro/spring--klein/congress-battles-highway-trust-fund-deficit/>

Dallas adopts rules governing Uber and other car-for-hire apps

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By TOM BENNING tbenning@dallasnews.com

Staff Writer

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Starting in late April, ride-share companies like Uber and Lyft will be legally sanctioned to operate in Dallas.

The City Council voted 13-2 on Wednesday to overhaul the city's ordinance governing taxicabs, limousines and those app-based companies. In doing so, council members sought to encourage broader competition among providers, while bringing into the fold companies already functioning in Dallas essentially without regulation.

The vote was the culmination of months of sometimes rancorous debate over how to handle sweeping technological changes in the transportation-for-hire industry. The new ordinance represents a remarkable shift for the city, which not long ago was taking steps that could have driven the app-based companies out of town.

Riders in Dallas won't notice many of the changes, which cover matters such as insurance, fares and vehicle standards.

But the rules set the stage for officials throughout the region to adopt a uniform cars-for-hire policy. And as ride-share companies — Uber, in particular — continue to meet with resistance in some cities, the council action establishes Dallas as a noteworthy marker in the industry's evolution.

“We have to accept that it's time for change,” said council member Jennifer Staubach Gates. “All industries have been affected by technology, and transportation now has been affected.”

Dallas has grappled with car-for-hire rules for about a year, after the city tried to crack down on the app-based companies operating outside existing taxi regulations.

An ordinance that would have made it far harder for the app-based companies to do business in Dallas was almost slipped by the council unnoticed. The language in that proposal was drafted with the help of an attorney for Dallas' most prominent taxi

company, Yellow Cab, which regarded Uber not just as a business competitor but also as a dangerously unfettered archrival.

But an outcry erupted as the proposal was about to come before the council. City Manager A.C. Gonzalez apologized for the fiasco. Uber and Lyft continued to operate — at odds with the city. Council member Sandy Greyson was asked to lead a study group and update Dallas' rules.

Through seemingly endless meetings, public forums, drafts of ordinances and rounds of council discussion, officials worked to close the wide expanse between the interests of various stakeholders and policymakers.

The result was an ordinance that serves, for the most part, as a compromise. Though there are some different provisions for different transportation modes — and nobody seems to like everything — many said the new rules create more equal competition.

“Competition, my God, it's the capitalist system,” said Berhane Alemayoh, who represented some limo owners and independent taxi drivers. “We don't say, ‘No Lyft.’ We don't say, ‘No Uber.’ We want them to compete, but may the best survive.”

Under the new rules, hailable vehicles, such as taxis, will still be limited in the rates they can charge, while others' fares will be unregulated. All drivers must undergo background checks. And vehicles will have to pass a 31-point inspection, rather than just meeting an age limit, as in the past.

The ordinance allows for two tiers of commercial insurance on cars for hire: one for when operators are merely available to accept riders, and a higher coverage for when they're actually carrying passengers or en route to pick them up.

Some pushed for more stringent insurance protection around the clock, similar to what licensed taxi companies already have. Others countered, however, that such coverage would be overly burdensome to Lyft, Uber and their ilk. Drivers with those companies don't do anything — or carry any passengers — until they activate the app on their phones to make themselves available.

Though the ordinance was passed as a neat package, longstanding tensions clearly remain among providers of cars for hire.

Yellow Cab, whose parent company is Irving Holdings, has long been influential inside City Hall and in the local transportation industry. The company's owner, Jack Bewley, has donated thousands of dollars to council members, including 10 on the current council.

Yellow Cab's supporters took notice of the app companies' well-publicized conflicts in other cities and relayed stories of lurid crimes involving unregulated drivers. Bewley remains opposed to the new rules, and some on the council took up his cause, arguing that Yellow Cab, an old-line Dallas company, is being treated unfairly in its fight with the high-tech upstarts.

Council member Dwaine Caraway, who was joined by Carolyn Davis in voting against the new rules, described the difference between the old and new insurance requirements as a "double standard."

"This is not right," he said.

Other council members welcomed the new companies, whose supporters have flooded public meetings and City Hall email inboxes.

Some complained that Yellow Cab has operated almost as a monopoly and that a lack of competition has caused service to suffer. Others said there have been few if any complaints from consumers over Uber's and Lyft's performance in Dallas.

And while some council members said they still had reservations about various parts of the ordinance, there was broad agreement that the new law provides a solid starting point to address the evolving industry.

"We have transportation-for-hire operators, at this moment, who are not regulated," Vonciel Jones Hill said before the vote. "If we do not pass this ordinance today, they will continue to be not regulated. Nothing could be more unfair to the citizens."

Greyson, who got thanks from all sides for her efforts, pledged to organize a task force to help operators prepare for the changes.

Dallas officials, meanwhile, will continue working with the North Central Texas Council of Governments to craft a regional car-for-hire policy. The Dallas rules are expected to form the foundation for that regional approach, though key areas of disagreement remain.

Council member Sheffie Kadane, who's joined Greyson in meeting with regional officials, said he was confident that eventually the Council of Governments would "come along with most everything we've done."

Follow Tom Benning on Twitter at @tombenning.

Select Committee sets a \$7 billion floor for Rainy Day Fund

Slightly more conservative move than had been expected

Quorum Report 12/11/14 2:21 PM

Pretty close to expectations, a select committee on Thursday set a floor for the Economic Stabilization Fund, commonly called the Rainy Day Fund, of \$7 billion. Quorum Report on Wednesday reported that the floor would likely be set around \$6 billion. So, this move is a little more conservative than had been expected.

The floor approved by the committee will apply for the next three fiscal years.

This, of course, is part of the deal struck in the final days of a special session in 2013 before Proposition 1 was sent to voters. The setting of the floor allows an estimated \$1.74 billion to be transferred to the State Highway Fund in Fiscal Year 2015.

Sen. Jane Nelson, R-Flower Mound, Co-Chair of the Joint Select Committee on this issue, said the transfer will "provide a much-needed boost to transportation, which affects everything from commerce and economic development to public safety and our quality of life."

The Rainy Day Fund balance \$6.7 billion and is expected to be in excess of \$8.44 billion after the first transfer to the Highway Fund is complete.

If the Rainy Day Fund balance falls below the new \$7 billion floor, the transfer to road projects stops.

Past, future intersect on farm-to-market road some call Collin County's worst

By MICHAEL E. YOUNG myoung@dallasnews.com

Staff Writer

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In its sinuous run through south-central Collin County tracing the western edge of Lavon Lake, FM1378 shows off the area's history and its future — the convergence of country, city and suburb along 10 miles of rough two-lane road.

It turns out that most of the folks who live along FM1378 like it that way.

When the Texas Department of Transportation proposed rebuilding and widening portions of the road a few years ago, residents replied with a firm no thanks. Some didn't want to give up land for a wider right of way. And almost everyone wanted to keep the area's country feel.

The planned project was “a cooperative effort with the state and the county and representatives from Fairview and Lucas and Allen,” said Barry Heard, a TxDOT engineer in Collin County. “We had two meetings, and the residents of Lucas and Fairview said they didn't want to proceed with the job.

“We were trying to get something going, but if you don't have local support, it's very difficult to get the environmental clearances you need,” he said.

The state ceded the southernmost portion of FM1378 to the fast-growing city of Wylie, where it's now a six-lane road. But farther north, the residents' reluctance left the road as it was — no shoulders along much of its length, lots of curves, a lack of turning lanes and a steadily increasing traffic load.

The small towns along 1378 have grown quickly — Fairview's population has increased by 485 percent since 1990, according to the U.S. census, and Lucas has more than doubled in size. With the heavier traffic, the road has taken a beating. In some places, the edges of the highway sit several inches lower than the crown, placing vehicles at a disconcerting tilt.

Some call FM1378 the worst road in Collin County.

But changes are coming to the old road, the most conspicuous a new bridge over White Rock Creek to replace the present crossing, a two-lane span so narrow you pray that a tractor-trailer isn't coming in the opposite direction.

"That project is already let, and we're in the process of getting right of way and utilities cleared up right now," said TxDOT's Heard. "We expect that project to start in March of 2015."

Additionally, the state plans to repair and repave portions of the road, he said.

But that doesn't solve all the problems or the deep differences between those who want to widen the road and those who definitely don't.

FM1378 already sees some slow traffic in early morning and midafternoon around the four Lovejoy ISD schools along the road.

"We have a school just north of Stacy Road — Sloan Creek Intermediate School — and we would like to see some improvements there," said Julie Couch, Fairview's town manager. "But the section [of FM1378] through Fairview is in pretty good shape."

Joni Clarke, who recently became city manager in Lucas, said a crowd large by local standards — perhaps 100 people — turned out for a recent meeting to consider rebuilding some of the streets in town.

FM1378 wasn't on the agenda, but residents' sentiments on roads were clear, she said.

"People didn't want the streets widened, and they wanted safety to be considered. Horseback riding is very popular here, and people want to be able to ride their horses," Clarke said. "So they want speeds reduced and they don't want roads widened."

"Based on what I've heard, they wouldn't embrace [widening FM1378] at all," she said, "absolutely not."

Clarence Daugherty, Collin County's director of engineering, said the pushback from residents was so strong the first time officials talked about widening FM1378 that it's barely mentioned now.

"As far as what's planned, to my knowledge there is nothing planned," he said. "That effort squished things for I don't know how long."

But as time passes and Collin County continues to grow, so does traffic.

FM1378 still reflects the original meaning of the farm-to-market designation, and its twists and turns the way it came into being.

“Those roads followed the property lines,” Daugherty said. “They came about because people agreed to let the edge of their properties go and that formed the roadways.

“But they have no context in terms of what we consider modern thoroughfares.”

Much of this route remains rural, passing the early Collin settlement of Forest Grove and the nearby Fitzhugh Cemetery, where a veteran of the Revolutionary War is buried.

But here and there, large homes rise on lots of an acre or more — a neighborhood of steep-roofed houses that hint of French chateaus, and farther along, a white-pillared red brick Southern estate and nearby a sharply modern home with its structure providing the ornamentation.

“When you get even this type of [large lot] development in Fairview and Lucas and you get more traffic, the curves in the road become much more worrisome,” Daugherty said. “You have people who moved there for the semirural lifestyle, but they’re putting more traffic on that road.

“For that type of snaky two-lane road, there’s a fair amount of traffic on it,” Daugherty said. “Therein lay the limits we face. You’re responsible for improving everybody’s trip to wherever, but to the degree that it changes the countryside, it hurts some people.

“But with the rates of growth in this county, you might need to do it.”

Trinity Parkway's friends, foes await design experts' ideas for redo

By BRANDON FORMBY AND ROBERT WILONSKY bformby@dallasnews.com; rwilonsky@dallasnews.com

Staff Writers

Published: 14 December 2014 11:27 PM

Updated: 15 December 2014 08:12 AM

The ever-controversial Trinity Parkway will probably have less-scenic views and a dramatically different footprint from the series of riverside roads sold to the public more than a decade ago.

But Mayor Mike Rawlings' "dream team" of urban planners and transportation experts will still try to make the toll road more palatable to critics — and less obtrusive to planned adjacent park space.

Just how they will pull that off won't be known until the six renowned experts, who quietly began their work this month, release their recommended design changes. Rawlings and other toll road supporters said the panel will look at plans for the entire Trinity River corridor, not just the \$1.5 billion thoroughfare.

"I don't think anybody's handcuffed," Rawlings said. "This is a creative exercise."

Trinity Parkway opponents, though, remain doubtful that their issues with the toll road will be substantially solved during the privately funded design forum. A chief criticism centers on the size and placement of the road. The expert panel will have little sway over those factors unless the city wants to delay or restart the federal appeals process of a road that's already cost more than \$78 million to develop.

Supporters say the road's impact on the park is sensationalized. And at least one of the six experts on the panel said there might be ways to minimize the road's effects without disrupting the approval process.

"What we're finding is that while the constraints are real, there may be more flexibility within the constraints of the [federal approval documents] than some people think there is," said Jeff Tumlin, strategy director for transportation planning firm Nelson\Nygaard. "That is one of our primary tasks, to see."

But even the design forum itself fuels skepticism, highlighting a lack of trust by opponents after years of changing plans, shifting reasons for construction and questionable comments meant to garner support for the project.

The project also faces a massive financial shortfall, which many expect will have to be filled with public funds from the state or federal government. Recommendations from the mayor's design panel could widen the gap.

In recent discussions, supporters have suggested that the road would be built smaller than the massive highway shown in environmental impact documents. But federal officials largely debunked that as an option unless the city wants to interrupt the approval process.

Supporters have also suggested that plans to build only four lanes show that the road will be more like what was envisioned more than a decade ago. But those assertions often omit eventual plans to expand to six or more lanes — and that many aspects of the 2003 vision are no longer possible.

Project critics say supporters' comments belie what will actually be built and cast doubts on the purpose of the experts' design forum.

“And it raises the specter that this is just an intentional deception,” said Dallas City Council member Philip Kingston.

2003 vision

The city's 2003 vision for remaking the Trinity River floodplain, called the Balanced Vision Plan, showed a different set of roads than what was sent to federal officials for approval earlier this year. It called for the tollway to be built into the levees. Each direction of traffic would be built at a different height so all drivers could have views of the river and parks.

The plan said the road would have six lanes north of Continental Avenue and four lanes south of Continental. It suggested the city weigh several factors before deciding whether to expand to six lanes south of Continental decades down the line.

The plan also called for separate roads atop each levee. These would connect to downtown and Oak Cliff and were meant to prevent the riverside toll road from bearing regional traffic demands by itself.

Flood control concerns through the years, though, pushed the toll road away from the Trinity River levees and closer to planned parks and recreation areas west of downtown. Those concerns also eliminated the levee-top roads, shifting their burdens to the toll road.

The environmental documents sent to federal officials call for at least six lanes the entire 9-mile length of the toll road. Some areas outside of downtown show at least eight lanes. Once shoulders, maintenance roads and access ramps are factored in, some widths exceed 12 lanes. The terraced levels for each direction of traffic are gone.

Officials in recent weeks have said they don't plan to build the full width shown in the environmental documents at first. While federal officials say that's OK, they also said they expect the full width to eventually be built.

Flood wall plans

One key element the mayor's dream team could tackle is the look and feel of the flood wall separating the road from the recreation areas planned west of downtown. That 20-foot-tall wall, which won't necessarily prevent flooding in a 100-year storm, will hinder views of downtown from the riverside parks.

"We have done no serious discussions of what that thing would look like," said former City Council member Craig Holcomb, one of the toll road's chief supporters.

City Council member Lee Kleinman said there is plenty of room for both the road and park land between the levees. He also said critics overdramatize what's currently in the floodplain.

"The reality is we have two levees and a ditch between them. So don't make them out to be some sort of environmental nirvana," Kleinman said.

Former council member Angela Hunt famously and unsuccessfully fought the road in a 2007 referendum. She said Rawlings' panel of experts is meant to turn residents' attention away from the massive highway that officials plan to build.

Hunt likened the design forum to the way some parents handle a 2-year-old asking for candy. Hunt said parents often tell their tots they can have candy later, hoping the child will forget what they were asking for.

"We're the 2-year-old in this issue," she said.

Ellis County opposes high speed rail

Posted: Saturday, December 20, 2014 3:40 pm | Updated: 9:56 am, Mon Dec 22, 2014.

County opposes high speed rail By ANDREW BRANCA Daily Light Staff Writer

The Ellis County Commissioners Court unanimously approved a resolution opposing a high-speed rail project on Thursday. Earlier this month, the Texas Central Rail presented information to the public about a proposed rail line that would connect Dallas to Houston .

“Since the scoping meeting took place earlier in December, I’ve had several calls from citizens that had concerns about the high-speed rail project that would run through our county,” Precinct One Commissioner Dennis Robinson said. “I took the time and did a little research. All the information that I have gathered is that it has a negative impact on our county. I had not been able to find really any information or facts that shows a benefit to our county or to our citizens with this type of project.”

The court’s approval to oppose the rail line is an important way to let state and federal representatives know the project is not beneficial to county, Robinson said.

About 50,000 Texans travel between Houston and Dallas more than once per week, according to the Texas Central Railway website. The approximately 240-mile, high-speed, rail line will offer a total travel time of less than 90 minutes. Departures would take place every 30 minutes, providing an alternative to traveling on Interstate 45 by automobile.

The technology implemented in this system would be similar to what the Japan Railway Company uses in its system. The train used in Texas would be based on the N700 Tokaido Shinkansen bullet train currently used in Japan.

“I spoke at the public meeting against it. We are all for infrastructure improvements, but there are two key provisions that bother me,” Precinct Three Commissioner Paul Perry said. “There is no clear definition for what the capital structure is, who is providing the capital and who are we dealing with. No. 2 — we all remember the Superconductor Super Collider’s use of eminent domain to take people’s properties.”

Perry does not want a repeat of the SSC project, which was not funded to competition by the government, he said.

The rail line would be a closed system, meaning the train would run on its own dedicated high-speed rail tracks, according to the Texas Department of Transportation and the Federal Railroad Administration. These tracks would not share any at-grade intersections with roadways or other train tracks. The system will be closed to motor vehicles and fenced off from pedestrians and wildlife. Trains traveling on this line would reach speeds up to 205 mph.

At this time, an environmental impact statement is being developed for the proposed high-speed rail line. The FRA is considering the proposal for the rail line from the Texas Central Railway, which is a private company. This document looks at what impacts this project could make on the environment, including the impact on air, water quality, land use, socioeconomics and neighborhoods. Work on the statement is expected to start in January. A draft of the statement should be available for public review by mid-2015.

Resident Marty Hiles addressed the court and encouraged the commissioners to support the resolution against the high-speed rail project. The high-speed rail line would provide difficulties for farmers and ranchers and make some land inaccessible, Hiles said. He added the rail line would not be an economic benefit because there are no station stops planned for Ellis County.

According to the TCR's website, the costs of this project will not use public funds. It will be funded by private investors and operated privately. Since it is funded privately, potential routes, schedules, fares, station locations and services offered will be based on market demand and will be made by the system's eventual operator.

The project is on a "pretty aggressive schedule" in terms of the environmental review and other work that is ongoing, said Travis Kelly, TCR Vice President of Governmental Relations, in a previous article with the Waxahachie Daily Light. If all that all goes according to schedule, construction could start in early 2017, allowing operations to begin as early as 2021.

Follow Andrew on Facebook at www.facebook.com/AndrewBrancaWDL or on Twitter at www.twitter.com/AndrewBrancaWNI. Contact him at andrew.branca@waxahachietx.com or 469-517-1451.

Rawlings leaves no doubt where he stands on the Trinity tollway plan

Tod Robberson / Editorial Writer Follow @trobberson Email trobberson@dallasnews.com

Published: December 19, 2014 4:14 pm

Today, the controversy is over a vote in Denton to ban hydraulic fracturing. In 2007, the controversy was right here in Dallas over a referendum to ban a toll road in the Trinity River project (Guy Reynolds/Staff Photographer)

The Editorial Board had a 90-minute meeting Friday with Mayor Mike Rawlings and city council members Vonciel Jones-Hill and Rick Callahan regarding the Trinity Parkway. Rawlings began the meeting by telling us, “I was having a meeting the other day, and people were telling me that my position has not been clear. And I was very offended about that because I thought I was always clear. But I want to make myself terrifically clear. ... The more I get challenged on the parkway, and the more I study it, the firmer my feet get in the concrete about this being an important thing for the city of Dallas.”

Among the highlights, he said voters have approved this issue twice, as recently as 2007, and nothing has changed as far as the parkway package that was presented to voters. “What voters voted on has not changed. ... The bigger question there is really respect for the rule of law and respect for democracy.”

He suggested that a relatively small group of opponents are trying to send “a signal that democracy is not important” by ignoring the results of those two votes and trying to short-circuit the process to kill the project.

Why he remains more committed than ever is because of the opportunity that this project represents for southern Dallas residents. He wants to ensure “economic parity” between the two sides of the Trinity, and making sure southern Dallas residents can get to and from jobs in the Stemmons Corridor within a reasonable amount of time is key to his overall vision for the development of southern Dallas. When residents were polled on their satisfaction with mobility within the city, 55 percent of southern Dallas commuters expressed satisfaction in 2011, he said. Today, that number has dropped 8 percentage points to 47 percent. He blamed heavy — and mounting — congestion as the reason.

“I think it is our obligation to not only grow southern Dallas, but for those families, to help them the best way we can,” Rawlings said in declaring his unequivocal support for the tollway project. He added that 67 percent of travelers on the corridor heading north from southern Dallas are coming to jobs in Dallas, and 45 percent are citizens of Dallas. This isn’t through traffic by people going, say, from Houston to Oklahoma. “So this is a Dallas issue for Dallas people. . . . It has been voted on by Dallas people, and the result is what we are working with.”

Rawlings also said he has not heard “any good reason that we should stop it.” He dismissed as “foolishness” the assertion that this project is part of some kind of conspiracy by rich people to profit off a big construction project. He downplayed the idea that gridlock is good and highways are inherently bad. He said the successful cities that don’t have highways running through them are small compared to Dallas. San Francisco, he said, is one-quarter the size of Dallas.

And the notion is nonsense, he suggested, that jobs will somehow miraculously come to southern Dallas if we tear down I-345 and cancel the tollway.

Rawlings is right on that point. Where he and Hill are wrong, in my opinion, is in their suggestion that such suggestions by tollway and I-345 opponents smack of “segregation” and racism. I just think the opponents’ arguments smack of selfishness and insensitivity. They have no idea what it’s like to commute every day from southern Dallas through the Stemmons Corridor. Their assertions about jobs somehow naturally sprouting up in southern Dallas in you kill the highways is just silly.

So that leaves the financial feasibility argument. Rawlings said one thing is clear: If the money’s not there, the road will not be built. The North Texas Tollway Authority will make that decision soon. If the NTTA says the money is there, Rawlings says, the city council votes are in place to make this happen. The only variable here is whether the tollway opponents can muster enough money to fund enough campaigns of tollway-averse city council candidates that they can achieve a majority of city council votes to turn the project down. Whew! That’s all got to happen *before* the NTTA makes its decision, and that seems pretty unlikely.

I also took issue with assertions by Rawlings and Hill that the SM Wright Freeway teardown in South Dallas is somehow endangered if the tollway doesn’t happen. If that’s the case, we’ve been sorely misled by all involved.

Hill said that federal approval exists only to dismantle the very dangerous corner known as Dead Man’s Curve where US 175 meets S.M. Wright. No permanent

boulevard-style replacement for S.M. Wright can be built until there's a permanent way to reroute the traffic that the highway currently handles, she said.

I contend that existing plans — decoupled from the tollway — already call for Highway 175 to be re-routed straight to Interstate 45 via an on-ramp. In fact, the city has already purchased the ramp right-of-way property, including parts of Gold Metal Recyclers' sprawling site off South Lamar, to make that happen.

The scare tactics abound on both sides of this debate, and they're not helpful. This must not turn into a debate about racism and segregation. If Rawlings, Hill and other proponents stick to the basic arguments about economic impact and the positive impact on the lives of working people in southern Dallas, they will win the day. If they go that other route, this debate is going to get really nasty and threatens to widen this city's already sizable racial gap. My advice: Just don't go there.

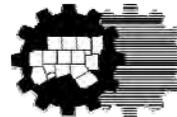


NCTCOG INCIDENT MANAGEMENT EQUIPMENT PURCHASE 2014 CALL FOR PROJECTS

Regional Transportation Council

January 8, 2015

North Central Texas Council of Governments



North Central Texas
Council of Governments

CONGESTION
MANAGEMENT
PROCESS





NCTCOG Incident Management Equipment Purchase Call for Projects



Purpose: To Assist Partner Agencies in Purchasing Equipment and Technology that Aid in Quick Incident Clearance and Mitigation



Supports Current Incident Management Training Recommendation to Use Best Practice Equipment and Technology



Emphasizes Importance of Implementing Incident Management Strategies and Training



Funding Availability and Submitted Projects

\$2 Million Available



Funding Split:
66% Eastern Sub-Region = \$1,320,000
34% Western Sub-Region = \$ 680,000



Total Applications Received: 19 (61 projects*)
Applications Received (Eastern): 10 - (30 projects)
Applications Received (Western): 9 - (31 projects)



Total Funding Requested: \$1,845,016
Funding Requested (Eastern): \$1,036,221
Funding Requested (Western): \$ 808,795



Eligible Recipients and Activities

Eligible Recipients

- Public Sector Partner Agencies within the NCTCOG 10-County Nonattainment Area Actively Involved in Incident Management
 - Police, Fire/EMS, Courtesy Patrol, Etc.

Eligible Activities

- Purchase of Equipment and Technology Used in Mitigating Crashes
 - Examples include: traffic barriers, cones, flares, protective clothing, signs, cameras, lighting, crash reconstruction technology, etc.

Ineligible Activities

- Personnel and Staffing Charges



Scoring Criteria

Scoring Component	Available Points
FIM Training Attendance - NCTCOG or In-house	15
Completion of Incident Management Commitment Level Survey	10
Crash Data in Jurisdiction	10
Adoption of Incident Management Resolution	10
Incident Management Goals/Targets in Place	5
Equipment Description and Explanation of How Equipment will be Used to Mitigate Crashes	50
Total Score	100



Recommendations

Total Recommended Funding:	\$1,712,646
Funding Recommended (Eastern):	\$1,036,221
Funding Recommended (Western):	\$ 676,425

Projects Not Recommended for Funding in Western Sub-Region

Fort Worth Police Department: Mobile Cooling Safety Trailer: \$24,000 - No direct regional benefit to traffic mitigation.

Fort Worth Police Department Road Safety Flares: \$16,625
FWP requested to retract this project after submittal.

City of Euless: Uninterrupted Power Supply for Traffic Signals: \$40,000 - Recommend submitting as part of Traffic Signal Retiming Program.



Recommended Project Types Eastern Sub-Region

	Project Type	# of Projects Submitted	Funding Requested
1	Incident Detection and Notification Equipment (Dynamic Message Boards, Radios, TMC Equipment, Thermal Imager)	8	\$275,654
2	Traffic Control and Scene Management Equipment (Cones, Flares, Signs, Lighting, Safety Gear, Vehicles, Opticom Emitters, Accident Investigation/Reconstruction Technology)	22	\$760,567
	Total	30	\$1,036,221



Recommended Agency Submittal Summary - Eastern Sub-Region

	Agency	Project Types	# of Projects Submitted	Funding Requested
1	Anna Police and Fire Departments	Traffic Control Equipment, Responder Safety Gear, and Dynamic Message Boards	3	\$57,303
2	City of Dallas	Traffic Control Equipment, Dynamic Message Boards, Responder Radios and Accident Investigation Technology	5	\$144,739
3	City of Frisco	Traffic Control Equipment, TMC Equipment, Thermal Imager and Incident Dispatching Software	4	\$372,526
4	Denton Police Department	Traffic Control Equipment, Responder Safety Gear, Scene Lighting, and Dynamic Message Signs	7	\$52,512
5	Farmers Branch Police Department	Traffic Control Equipment, Responder Radios, Accident Investigation Technology	3	\$67,208
6	Flower Mound Police Department	Responder Opticom Emitters	1	\$4,905
7	Grand Prairie Police Department	Traffic Control Equipment and Dynamic Message Signs	3	\$33,606
8	Richardson Police Department	Accident Investigation Technology	1	\$10,248
9	Dallas County Sheriff's Office	Crash Attenuator Trucks Equipped with Traffic Control and Scene Management Equipment (Arrowboards, Lighting)	2	\$233,174
10	DART Police Department	Accident Investigation Technology	1	\$60,000
		Total	30	\$1,036,221



Recommended Project Types Western Sub-Region

	Project Type	# of Project Requests	Funding Requested
1	Incident Detection and Notification Equipment (Dynamic Message Boards, Radios)	2	\$69,118
2	Traffic Control and Scene Management Equipment (Cones, Flares, Signs, Lighting, Safety Gear, Crash Attenuators, Arrowboards, Vehicles, Push Bumpers, and Transit Clusters, Accident Investigation/ Reconstruction Technology)	27	\$607,307
	Total	29	\$676,425



Recommended Agency Submittal Summary - Western Sub-Region

	Agency	Project Types	# of Project Requests	Funding Requested
1	Arlington Fire Department	Traffic Control Equipment, Crash Attenuators, Arrowboards, Push Bumpers/Transit Clusters	6	\$100,811
2	Arlington Police Department	Traffic Control Equipment and Accident Investigation Technology	2	\$243,138
3	Eules Police and Fire Departments	Traffic Control Equipment, Responder Safety Gear, and Scene Lighting	4	\$12,978
4	City of Eules	Dynamic Message Boards	1	\$21,619
5	Fort Worth Police Department	Heavy Duty Response Truck Equipped with Traffic Control Equipment, Responder Safety Gear, Portable Message Boards, and Accident Investigation Technology	7	\$160,036
6	Grapevine Police Department	Accident Investigation Technology	1	\$32,262
7	Hurst Police Department	Traffic Control Equipment and Scene Lighting	3	\$5,617
8	North Richland Hills Police Department	Heavy Duty Response Truck Equipped with Traffic Control Equipment	1	\$78,028
9	Weatherford Police Department	Traffic Control Equipment, Scene Lighting and Accident Investigation Technology	4	\$21,937
		Total	29	\$676,425



Schedule

DATE	ACTION
March 28, 2014	STTC (Information Item) – Introduced IM Equipment Purchase Call for Projects Idea
April 25, 2014	STTC (Action Item) – Request Approval to Conduct CFP and Use Transportation Development Credits
May 8, 2014	RTC (Action Item) – Request Approval to Conduct CFP and Use Transportation Development Credits
June 16, 2014	Open Call for Projects (60 days)
August 15, 2014	Close Call for Projects
August/September 2014	Evaluate Submitted Proposals (30 days)
September 26, 2014	Regional Safety Advisory Committee Meeting
December 5, 2014	STTC (Action) – Approval of Selected Projects Pending Comments from Public Meetings
December 8 - 10, 2014	Public Meetings
January 8, 2015	RTC (Action) – Approval of Selected Projects
January 22, 2015	Executive Board Meeting



Requested Action

Request Regional Transportation Council Approval of:

Incident Management Equipment Purchase 2014 Call for Projects Recommendations as Provided in Reference Item 5.1 which Includes the Use of CMAQ Funds and TDC's

Ability to Administratively Amend the TIP/STIP to Include All Incident Management Call for Project Recommendations in the Region



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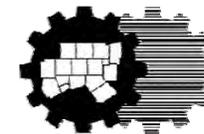
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Support for NCTCOG Comments on the DFW SIP Revision and Other Air Quality Updates

Regional Transportation Council

Chris Klaus, Senior Program Manager
January 8, 2015



**North Central Texas
Council of Governments**

DFW SIP REVISION

2008 8-Hour Ozone State Implementation Plan Schedule

November 21, 2014

SIP Package Filed with the
TCEQ Chief Clerk's Office

December 10, 2014

TCEQ Commissioners'
Approved Proposed SIP
Revisions¹

December 26, 2014 thru
January 30, 2015

Public Comment Period²

January 15, 2015 and
January 22, 2015

Public Hearing, Arlington, TX
Public Hearing, Austin, TX

July 20, 2015

SIP Package Due to EPA

December 2018

Attainment Date

¹ Proposed Attainment Demonstration SIP Revision
Proposed Reasonable Further Progress SIP Revision

² <http://www.tceq.texas.gov/airquality/sip/dfw/dfw-latest-ozone>

DFW SIP REVISION

Utilize Updated Year 2018 On-Road Emission Inventories

Currently Incorporated¹

NO_x = 113.36 tons/day

VOC = 55.63 tons/day

Recommended Update

NO_x = 131.95 tons/day

VOC = 63.79 tons/day

New Inventories have higher tons/day for both NO_x and VOC

Updated estimates incorporate latest planning assumptions

Numbers will establish future Transportation Conformity Budgets

Concurrence with the TCEQ staff's recommendation

¹ DFW ADSIP Revision for the 2008 Eight-Hour Ozone NAAQS, p. ES-1

DFW SIP REVISION

Retain Reference to NCTCOG Local Initiatives

Regionwide Collaborative Effort

Transmitted To The TCEQ on August 8, 2014

Included as Additional Qualitative Measures (as requested)

Assortment of Projects, Programs, Partnerships, & Policies

Strategies Consisting of

Bicycle/Pedestrian Projects

Grade Separations

Managed Lanes

Intersection/Signal Improvements

Vehicle Technology Improvements

Public Education & Communication

DFW AD SIP REVISION

Request for Action

Concurring with the TCEQ staff's recommendation, Support NCTCOG to comment to the TCEQ to replace older on-road emission inventories with the newer NCTCOG-prepared on-road emission inventories.

And

Retain incorporation of NCTCOG's qualitative list of local initiatives that will provide additional air quality benefits and will further reduce precursors to ground level ozone formation.

AIR QUALITY UPDATE

8-Hour Ozone Standard Revision

November 26, 2014 - Proposed Rule Released by EPA¹

65 – 70 ppb to Protect Public Health and Environment

EPA Accepting Comments on ≤60 ppb

Ozone Season Extended to March – November²

New EPA Air Quality Index to be Developed Based on new Standard

Additional Counties added to Nonattainment Area

December 17, 2014 – Proposed Rule Published in the *Federal Register*³

90-day Public Comment Period (Closes March 17, 2015)

January 2015 Public Hearings To Be Announced

¹<http://www.epa.gov/glo/actions.html#nov2014>

²January – December for South Texas

³<http://www.gpo.gov/fdsys/pkg/FR-2014-12-17/pdf/2014-28674.pdf>

AIR QUALITY UPDATE

8-Hour Ozone Standard Revision Timeline

By October 1, 2015

Final Rule

December 1, 2015

Effective Date for Revised Standard¹

By October 1, 2016

States to Submit Nonattainment Designation Recommendations²

By October 1, 2017

EPA Nonattainment Area Designations³

2020 – 2037

Potential Attainment Dates for Revised Standard, Based on Region's Classification

60?

65?

70?

¹Approximate - Effective date is 60 days after publication of Final Rule in the *Federal Register*.

²States have one year from "Final Rule" to recommend areas to be designated as nonattainment under the revised 8-hour ozone standard.

³EPA has two years from "Final Rule" to designate areas as nonattainment under the revised 8-hour ozone standard.

AIR QUALITY UPDATE

For Further Information

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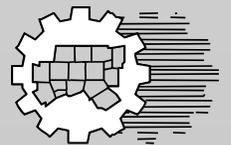
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RTC CONFLICT OF INTEREST PROCEDURE

Regional Transportation Council
January 8, 2015

Ken Kirkpatrick
Counsel for Transportation



CONFLICT OF INTEREST

Legal Requirements:

RTC Bylaws (Sec. 3(D)) – Standards of Conduct (Ethics Policy) establishes RTC Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code and requires that RTC members adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

Local Gov't Code §171 – Regulation of Conflicts of Interest defines “substantial interest” for purposes of determining conflicts, establishes rules governing abstention from voting on matters, and requires filing an affidavit with the agency’s official record keeper.

Tex. Trans. Code 472.034 – Standards of Conduct (Ethics Policy) applies to policy board members and employees of metropolitan planning organizations.

CONFLICT OF INTEREST (cont'd)

Test to determine whether a conflict exists:

1. I and/or person(s) related to me;
2. have a substantial interest* in a business entity or real property;
3. that may receive a special economic effect by a vote or decision of the RTC; and
4. the economic effect on my business entity or real property is distinguishable from its effect on the general public.

*Substantial interest defined as:

- an ownership interest of 10 percent or more of the voting stock or shares of the business entity;
- an ownership interest of 10 percent or \$15,000 or more of the fair market value of the business entity;
- funds received from the business entity exceed 10 percent of (*my/their*) gross income for the previous twelve months; or
- an equitable or legal ownership interest in real property with a fair market value of at least \$2,500.

CONFLICT OF INTEREST PROCEDURE

If a conflict of interest, as defined by Local Gov't Code Chapter 171, exists:

1. Complete Conflict of Interest Affidavit* (notarized);
2. File with RTC record keeper prior to meeting:

April Leger, Administrative Assistant
Transportation Department
North Central Texas Council of Governments
PO Box 5888
Arlington, TX 76005-5888
E-mail: aleger@nctcog.org
Fax: (817) 640-3028

*Members are encouraged to consult with RTC Legal Counsel concerning potential conflict of interest questions prior to completing affidavit.

CONFLICT OF INTEREST PROCEDURE

(cont'd)

3. RTC Legal Counsel will notify RTC Chair of filing of affidavit and abstention;
4. Member must abstain from any discussion, vote, or decision on the item;
5. Member must leave the meeting room prior to discussion and vote on the item;
6. Minutes of the RTC meeting will reflect the filing of the affidavit, abstention, and time member left and returned to the meeting.

REQUESTED ACTION

1. Approve the Conflict of Interest Procedure
2. Approve the use of Conflict of Interest Affidavit

**REGIONAL TRANSPORTATION COUNCIL (RTC)
CONFLICT OF INTEREST AFFIDAVIT**

RTC MEETING DATE: _____

RTC MEMBER NAME: _____

AGENDA ITEM(S)/DESCRIPTION: _____

STATE OF TEXAS §

COUNTY OF TARRANT §

I, _____, as a member of the Regional Transportation Council, the policy body of the Dallas/Fort Worth Metropolitan Planning Organization, make this affidavit in accordance with the provisions of Chapter 171 of the Texas Local Government Code, and hereby under oath state the following:

I and/or person(s) related to me have a substantial interest in a business entity or real property that may receive a special economic effect by a vote or decision of the Regional Transportation Council on the item(s) identified above, and the economic effect on my business entity or real property is distinguishable from its effect on the general public. The name of the business entity or real property is (*legal name of business or property address*):

The nature and extent of the interest is:

_____ an ownership interest of 10 percent or more of the voting stock or shares of the business entity;

_____ an ownership interest of 10 percent or \$15,000 or more of the fair market value of the business entity;

_____ funds received from the business entity exceed 10 percent of _____ (*my, his, her*) gross income for the previous twelve months;

_____ an equitable or legal ownership interest in real property with a fair market value of at least \$2,500.

Upon the filing of this affidavit and as a result of this interest, I affirm that I shall abstain from any discussion, vote, or decision on the item(s) and will leave the meeting room prior to discussion and vote on the item(s).

Signature

Date

BEFORE ME, the undersigned authority, on this day personally appeared _____, who on oath stated that the facts herein above stated are true and correct to the best of his/her knowledge or belief.

SWORN TO AND SUBSCRIBED BEFORE ME on this _____ day of _____, 20_____.

{Seal}

Notary Public in and for the State of Texas

My commission expires: _____

Engaging Diverse Audiences in Planning for Transportation and Improving Air Quality

Public Participation Plan

December 2014

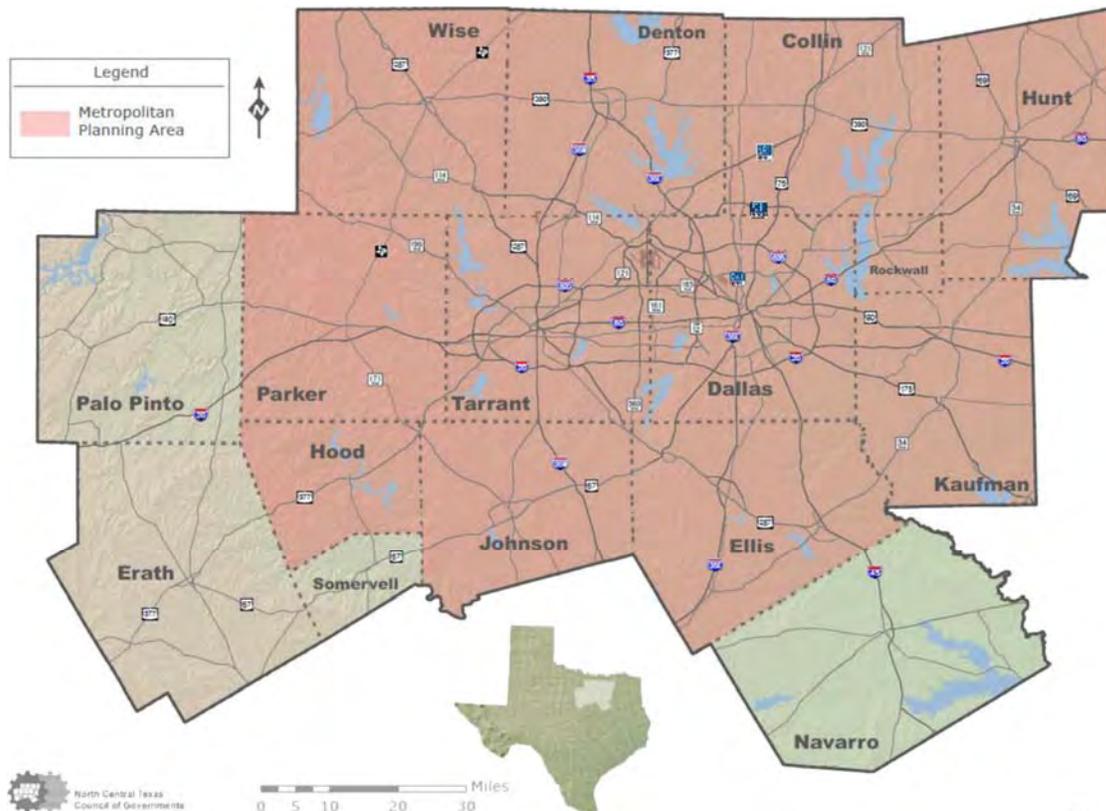


Metropolitan Planning Organization for the Dallas-Fort Worth Area

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, nonprofits, 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 initiate development and outline preliminary 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 of the Metropolitan Transportation Plan and Transportation Improvement Program

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 of the Metropolitan Transportation Plan and Transportation Improvement Program, 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	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	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 Facebook, Twitter, Instagram and YouTube 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, nonprofit 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 nonprofits, 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 measurable 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 (December 2014)

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 meetings 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 Air Quality 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 meeting.

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 (December 2014)

Appendix B

Language Assistance Plan (Updated February 2014)

The North Central Texas Council of Governments (NCTCOG) is committed to incorporating environmental justice elements and Title VI considerations into the public participation process for transportation planning. Input and involvement from populations that have been traditionally underserved by existing transportation systems including, but not limited to, low-income and minority households, are sought out and their needs considered. Various communication strategies and information formats seek to make information easily accessible and understandable.

Title VI states that no person shall be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination whether intentional or where the unintended effect is unduly burdensome. The North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures (Appendix D) establishes a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

The U.S. Department of Transportation defines Limited English Proficiency (LEP) as persons who do not speak English as their primary language and who have limited ability to read, write, speak, or understand English.

Executive Order 13166

In 2000, President William J. Clinton signed Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency." The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare, and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

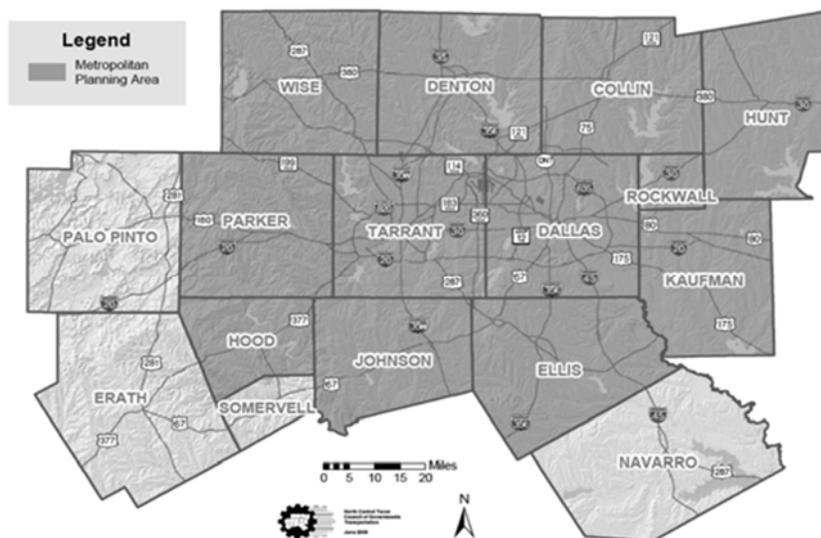
Identification of LEP Populations and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs

The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting LEP persons. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient grantee.

The Metropolitan Planning Area boundary encompasses 12 counties (Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise).

Limited English Proficiency Service Area



Data for the 12-county Metropolitan Planning Area was gathered using the 2000 Decennial Census and the 2006-2010 American Community Survey to analyze a ten-year change. Data from the 2008-2012 American Community Survey was also included to show the most recent language statistics available. LEP persons were classified as anyone over the age of five that described their ability to speak English as 'well,' 'not well,' and 'not at all.' Figures from both data sets were compiled to provide an approximation for the rate of growth of LEP persons in the service area.

In 2010, the American Community Survey estimated population over five was 5,698,467 for the 12-county region. The LEP population was 765,371, approximately 13.4 percent of the total population over five. Data from the 2000 Census showed the LEP population to be 596,426; which is a 28.3 percent increase. Spanish was the largest language represented among the LEP population with 11 percent of the total population. Asian languages were the second largest group among the LEP population comprising 1.6 percent of the total population. LEP individuals speaking Indo-European languages and Other languages comprised 0.6 percent and 0.2 percent of the total population, respectively.

LEP Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area											
Total Metropolitan Planning Area (MPA) Population Over 5		Total MPA LEP Population	% LEP of Total Population	Total MPA Spanish LEP Population	% Spanish LEP of Total Population	Total MPA Asian Languages LEP Population*	% Asian Languages LEP of Total Population	Total MPA Indo-European Languages LEP Population	% Indo-European Languages LEP of Total Population	Total MPA Other Languages LEP Population	% Other Languages LEP of Total Population
2000 Census	4,782,849	596,426	12.5%	486,399	10.2%	66,633	1.4%	29,705	0.6%	9,451	0.2%
2006-2010 American Community Survey	5,698,467	765,371	13.4%	624,880	11.0%	89,868	1.6%	35,731	0.6%	14,892	0.2%
2000-2010 % Change	19.4%	28.3%		28.5%		34.9%		20.3%		57.6%	
2008-2012 American Community Survey	5,947,648	788,157	13.3%	634,403	10.7%	95,643	1.6%	40,866	0.7%	17,245	0.3%
2010-2012 % Change	4.4%	3.0%		1.5%		6.4%		14.4%		15.8%	

Source: 2000 Census, 2006-2010 and 2008-2012 American Community Survey; www.census.gov

Limited English Proficiency (LEP) is classified as any person whose primary language is other than English and answered that their ability to speak English was “well,” “not well,” and “not at all.”

The Dallas-Fort Worth Metropolitan Planning Area consists of; Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.

*LEP Asian Languages for 2010 include: Vietnamese (0.58%), Chinese (0.33%), Korean (0.24%), Other Asian Languages (0.14%), Laotian (0.07%), Tagalog (0.06%), Thai (0.04%), Mon-Khmer, Cambodian (0.04%), Japanese (0.04%), Other Pacific Island Languages (0.02%), and Hmong (0.002%).

LEP Asian Languages for 2012 include: Vietnamese (0.62%), Chinese (0.35%), Korean (0.25%), Other Asian Languages (0.16%), Laotian (0.06%), Tagalog (0.06%), Mon-Khmer, Cambodian (0.04%), Japanese (0.04%), Thai (0.03%), Other Pacific Island Languages (0.02%), and Hmong (0.001%).

LEP data for individual languages is not available from the 2000 Census.

Recognizing that low literacy could also result in Limited English Proficiency, data from the U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy was analyzed. The study used population estimates for persons 16 years and older as of 2003. Individuals determined to lack basic literacy skills either scored below basic in prose or could not be tested due to language barriers.

The study found that 19 percent of the statewide population lacked basic literacy skills. Within the 12-county area, 21 percent of the Dallas County population lacked basic literacy skills. Dallas County was the only county in the region above the state percentage.

Location	Population Size ¹	Percent Lacking <i>Basic Literacy Skills</i> ²
Texas	15,936,279	19%
Collin County	437,018	8%
Dallas County	1,650,735	21%
Denton County	371,897	8%
Ellis County	90,668	13%
Hood County	35,299	9%
Hunt County	60,001	13%
Johnson County	102,672	12%
Kaufman County	60,172	14%
Parker County	72,454	9%
Rockwall County	40,168	8%
Tarrant County	1,130,374	14%
Wise County	40,253	12%

¹ Estimated population size of persons 16 years and older in households in 2003.

² Those lacking *basic* prose literacy skills include those who scored *Below Basic* in prose and those who could not be tested due to language barriers.

Source: U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy

This Language Assistance Plan outlines how needs of the LEP population in the service area will be addressed, how language services will be made available, and how LEP persons will be notified of these services.

Factor 2: The frequency with which LEP individuals come in contact with the program.

The nature of the programs associated with the Metropolitan Planning Organization dictate that the majority of contact with the public and LEP persons is through inquiries submitted to the MPO, public meetings, public outreach events, the MPO Website, and program implementation activities.

In order to better inform the frequency with which LEP individuals come in contact with MPO programs, a staff survey of LEP encounters was conducted in 2011. Department staff members were asked if they had encountered an LEP individual in the past six months, and if so, what

languages they had encountered, the frequency, and what type of work activity they were conducting. Of the 134 department staff members surveyed, 18 indicated that they encountered LEP individuals speaking six total languages in a period of six months. Spanish was the most common, followed by rare encounters of Vietnamese, Hindi, Arabic, Chinese, and unspecified languages. The most frequent work activities in which staff encountered LEP individuals were phone calls and public meetings. The majority of interactions were related to the AirCheckTexas Drive a Clean Machine vehicle repair and replacement assistance program, a state-funded initiative to reduce ozone-causing emissions from high-polluting vehicles.

Factor 3: The nature and importance of the program, activity or service provided by the recipient to people's lives.

NCTCOG is the agency responsible for the regional transportation planning process; in this capacity, NCTCOG must ensure that all segments of the population are involved or have the opportunity to be involved in the decision making process. As required by federal guidelines, NCTCOG produces a Metropolitan Transportation Plan that outlines long-range transportation investments, a Transportation Improvement Program (TIP) that provides short-range planning for transportation investments, a Unified Planning Work Program (UPWP) that outlines tasks to be performed in the upcoming year, and a Congestion Management Process for developing and implementing operational and travel-demand strategies that improve transportation system performance.

Consistent with the Public Participation Plan, planners seek public input on the products outlined above, which influence quality of life and mobility options in the region. Public meetings represent one way for North Texans to be informed and involved. Public meeting notices include the telephone number and e-mail address to request special arrangements for language translation or disability. On each notice, this information is included in English and Spanish. Public meetings are advertised in newspapers, and staff interact regularly with local reporters, some who contribute to minority publications. Translated ads are placed in the major Spanish newspapers.

Additionally, ten North Texas counties are classified by the U.S. Environmental Protection Agency as moderate nonattainment for eight-hour ozone levels. Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties are classified as nonattainment. MPO transportation plans must show transportation conformity and comply with rules established by the Clean Air Act Amendments of 1990. Therefore, NCTCOG is also responsible for developing and implementing plans, policies and programs that reduce transportation-related emissions that lead to ozone formation.

Based on the LEP Interaction Survey described in Factor 2, staff has encountered the most LEP individuals through the AirCheckTexas program. This state program offers financial assistance to individuals who meet income requirements and wish to make emissions-related repairs or replace older, high-polluting vehicles. It allows local residents to contribute to the regional air quality solution. There are currently bilingual staff on the AirCheckTexas program team to assist Spanish speakers that are LEP. Additionally, web content and other materials for the general air quality public awareness campaign are available in English and Spanish.

Factor 4: The resources available to the recipient and costs.

NCTCOG currently has available, if needed, bilingual staff to assist in translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as American Sign Language. To date, no translation services requests for public meetings have been received. NCTCOG currently utilizes a translation service and department staff to translate documents. The average cost for outside translation service is \$0.12 per word. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department Website, allowing information to be available in 80 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos, and others are also used when possible to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance will be provided at no charge to LEP individuals.

Guidelines for Making Language Assistance Available

The four-factor analysis will be used as a tool for analyzing to what extent and how the needs of LEP communities are addressed during transportation planning and program implementation. For example, the four-factor analysis will be used to determine initial translation or alternative format needs for documents and the Website. Department reports, newsletters, brochures, other publications, and Website information include instructions about how to request information be made available in another format. Translators and interpreters used by the NCTCOG Transportation Department will be evaluated to ensure accurate, high-quality language services are available to LEP persons.

Increased use of visualization tools will be used to make information more understandable and, in some cases, reduce the need for English proficiency.

Plans, projects, and programs for areas with a high number of LEP persons will have materials that address needs of the population in that area. Environmental Justice communities, including non-English speakers, are mapped whenever possible to provide, as much as possible, plan- or project-specific data to be used.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of three business days advance notice is required for these arrangements to be provided at public meetings.

NCTCOG Transportation Department staff will consistently seek out input and involvement from organizations and agencies which serve LEP populations to complement other language assistance and outreach efforts.

Staff Training for Considering the Needs of and Interacting with LEP Persons

All NCTCOG Transportation Department staff members employed as of February 2013 completed training on the requirements and techniques for providing meaningful access to services for LEP persons. Training materials and resources continue to be available for review by all staff — including new employees.

Notice of Assistance Available for LEP Persons

Public meeting notices include the telephone number and e-mail address to request special arrangements for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is also included on publications such as public meeting notices and department publications.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

North Central Texas Council of Governments, Transportation Department
P.O. Box 5888
616 Six Flags Drive (76011)
Arlington, TX 76005-5888
Phone: (817) 695-9240
Fax: (817) 640-3028
e-mail: transinfo@nctcog.org
Website: www.nctcog.org/trans

Monitoring and Updating Plans and Strategies that Address how LEP Individuals have Access to Information and Opportunities for Program Participation

This Language Assistance Plan is intended to be reviewed and updated in conjunction with the NCTCOG Transportation Public Participation Plan.

Environmental justice and Title VI activities will be periodically summarized to provide information about how the NCTCOG Transportation Department:

- Addresses the needs of LEP persons and those traditionally underserved by existing transportation services.
- Facilitates opportunities for full and fair participation from all individuals.
- Makes information accessible and understandable.
- Ensures no person shall, on the basis of race, color, national origin, age, sex, disability, or religion, be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance.

Public Participation Plan (December 2014)

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.

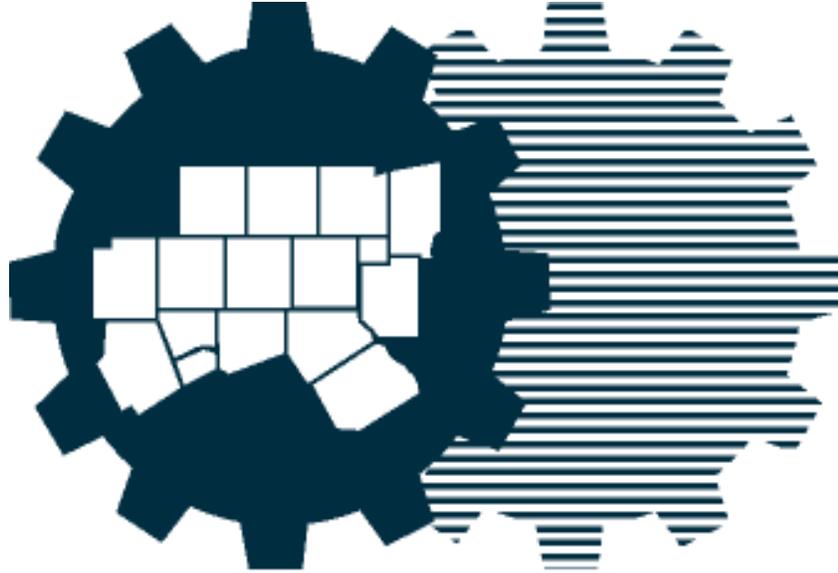
- 1. Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
- 2. Cost/Funding Increases:** A revision is required on any cost/funding increase 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 (December 2014)

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:

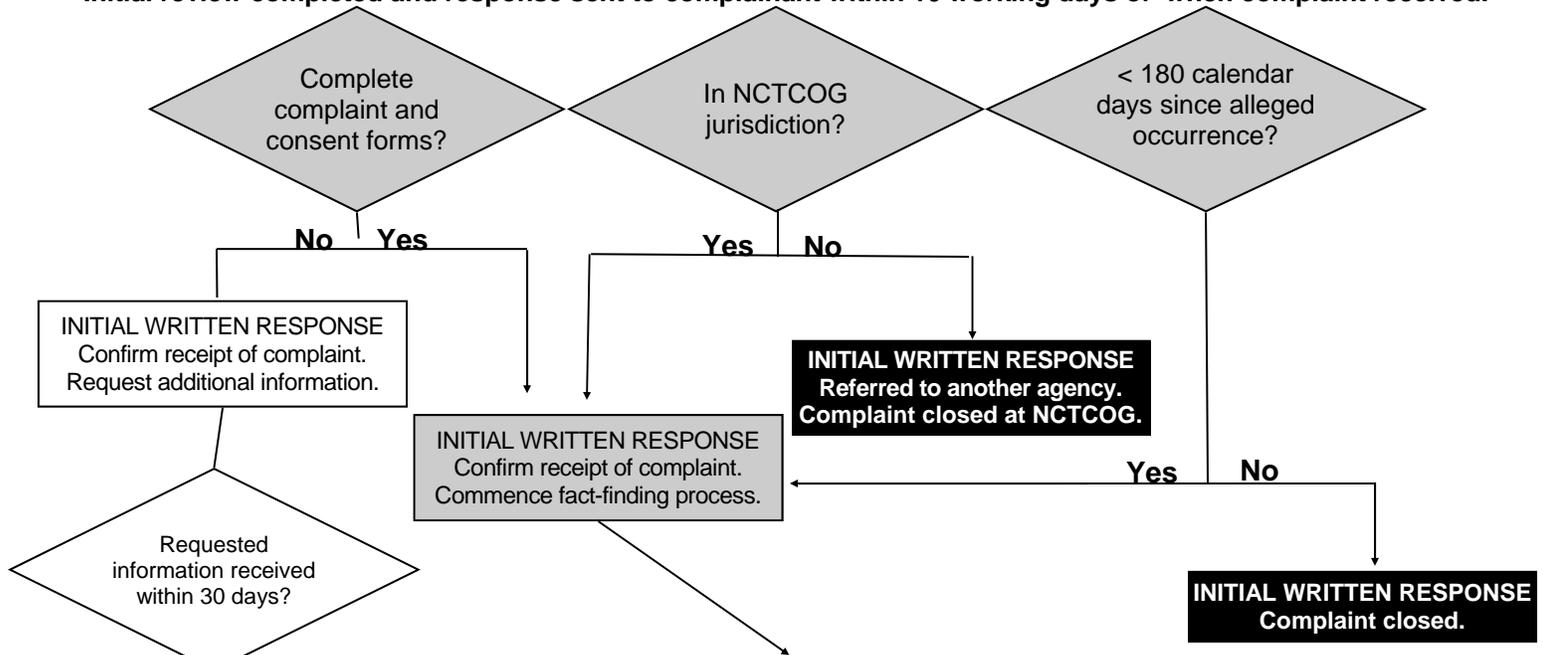
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of 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.

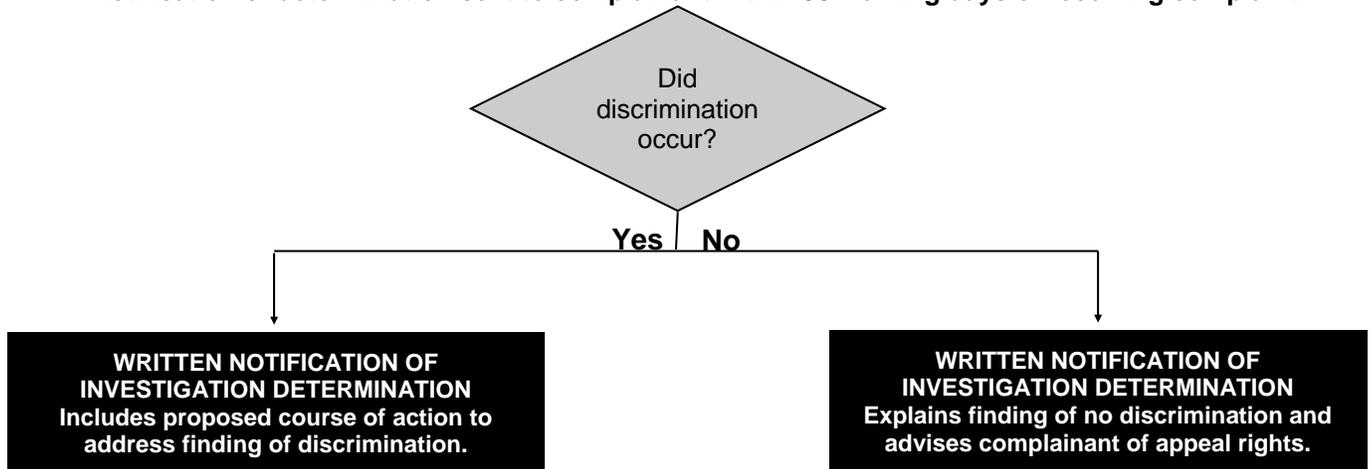


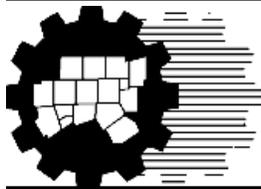
INVESTIGATION / FACT FINDING

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.

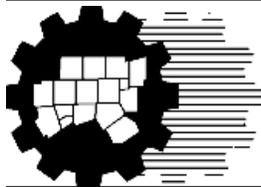
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar 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@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.

Please provide any additional information about the alleged discrimination.

7 If an advisor will be assisting you in the complaint process, please provide his/her name and contact information.

First Name	MI	Last Name
------------	----	-----------

Name of Business	Position/Title	Telephone Number
------------------	----------------	------------------

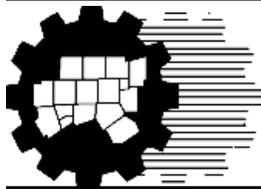
Street Address	City	State	Zip Code
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8 This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination Complaint Consent/Release form is attached. If you are filing a complaint of discrimination on behalf of another person, our office will also need this person's consent.

I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances are as I have described them. I also understand that if I will be assisted by an advisor, my signature below authorizes the named individual to receive copies of relevant correspondence regarding the complaint and to accompany me during the investigation.

Signature

Date



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

The following pages serve as examples for internal use only and are not meant for public dissemination.

Example Letter - Receipt of Complaint (within jurisdiction)

Date

Jane Doe
1234 Drive Way
Your Town, TX 55555

Dear Ms. Doe:

The North Central Texas Council of Governments (NCTCOG) received your written complaint of discrimination dated XXX. In your complaint you alleged discrimination in the XXX program and cited the following issues:

A brief description of the nature of the complaint, to include the basis of complaint (i.e., race, color, national origin, sex, age, disability, gender).

Your complaint will be processed in accordance with our complaint processing procedure. You will be notified in writing of our official findings within 90 days of receipt of the complaint (insert date +90 days from date received). If you have any additional information you wish to convey or questions concerning the investigation process of this complaint, please contact the Title VI Specialist at (817)695-9240, by e-mail at titlevi@nctcog.org, or by writing to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist
P.O Box 5888
Arlington, TX 76005-5888

Sincerely,

Name of Specialist
NCTCOG, Title VI Specialist
(817)695-9240
titlevi@nctcog.org

Example Letter - Receipt of Complaint (incomplete complaint)

Date

Jane Doe
1234 Drive Way
Your Town, TX 55555

Dear Ms. Doe:

The North Central Texas Council of Governments (NCTCOG) received your written complaint of discrimination dated XXX. In your complaint you alleged discrimination in the XXX program and cited the following issues:

A brief description of the nature of the complaint, to include the basis of complaint (i.e., race, color, national origin, sex, age, disability, gender).

After initial review of your complaint the following information is needed to complete the processing of your complaint:

- List of information needed

By [insert date (30 calendar days from the letter date)], please return the items to the address provided below so that NCTCOG may begin the investigation of your complaint. If you have any additional questions concerning the investigation process of this complaint, please contact the Title VI Specialist at (817)695-9240, by e-mail at titlevi@nctcog.org, or by writing to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888

Sincerely,

Name of Specialist
NCTCOG, Title VI Specialist
(817)695-9240
titlevi@nctcog.org

Example Letter - Receipt of Complaint (Failure to meet 180 day deadline)

Date

Jane Doe
1234 Drive Way
Your Town, TX 55555

Dear Ms. Doe:

The North Central Texas Council of Governments (NCTCOG) received your written complaint of discrimination dated XXX. In your complaint you alleged discrimination in the XXX program and cited the following issues:

A brief description of the nature of the complaint, to include the basis of complaint (i.e., race, color, national origin, sex, age, disability, gender).

We have determined that the complaint was not filed within 180 calendar days of the alleged act of discrimination, and is past the deadline required by NCTCOG.

If you are dissatisfied with our determination that this complaint was not submitted within the required time period, you may file a complaint with the Texas Department of Transportation, Office of Civil Rights, at the following:

Texas Department of Transportation
Office of Civil Rights, Contract Compliance Section
125 East 11th Street
Austin, TX 78701-2483
(866) 480-2518

If you have any question about this determination, please contact the Title VI Specialist at (817)695-9240, by e-mail at titlevi@nctcog.org, or by writing to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888

Sincerely,

Name of Specialist
NCTCOG, Title VI Specialist

Example Letter - Receipt of Complaint (referral to another agency)

Date

Jane Doe
1234 Drive Way
Your Town, TX 55555

Dear Ms. Doe:

The North Central Texas Council of Governments (NCTCOG) received your written complaint of discrimination dated XXX. In your complaint you alleged discrimination in the XXX program and cited the following issues:

A brief description of the nature of the complaint, to include the basis of complaint (i.e., race, color, national origin, sex, age, disability, gender).

Upon initial review of your complaint, NCTCOG has determined that the alleged discrimination falls under the jurisdiction of (NAME OF AGENCY). The decision was made based on the following: (brief description of why it was referred to another agency). A copy of the referral letter is attached. If you have any additional questions on why this case was referred to another agency, please contact the Title VI Specialist at (817)695-9240, by e-mail at titlevi@nctcog.org, or by writing to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888

Sincerely,

Name of Specialist
NCTCOG, Title VI Specialist

Example Letter - Referral Letter

Date

Title VI Specialist
Not us Agency
1234 Drive Way
Your Town, TX 55555

RE: Complainant Jane Doe

The North Central Texas Council of Governments (NCTCOG) received a written complaint of discrimination dated XXX. Upon initial review of the complaint, NCTCOG has determined that the alleged discrimination falls under your agency's jurisdiction. We are referring the complaint to your agency for appropriate action. Enclosed is a copy of the initial complaint form and any supporting documentation.

If we may be of any assistance in this matter, please contact the Title VI Specialist at (817)695-9240, by e-mail at titlevi@nctcog.org, or by writing to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888

Sincerely,

Name of Specialist
NCTCOG, Title VI Specialist

Example Letter - Notice of Final Action (no discrimination found)

Date

Jane Doe
1234 Drive Way
Your Town, TX 55555

Dear Ms. Doe:

The North Central Texas Council of Governments (NCTCOG) has completed a review of your Title VI complaint dated (insert date). In your complaint you stated that (a brief description of the nature of the complaint, to include the basis of complaint; i.e., race, color, national origin, sex, age, disability, gender). Our review included an assessment of all documentation provided by you and any other applicable documentation.

Based on our review of the available documentation, we have determined that there was no discrimination committed against you. (Give a brief description of why there was in fact no discrimination.)

If you are dissatisfied with our determination, you may file a complaint with the Texas Department of Transportation, Office of Civil Rights, at:

Texas Department of Transportation
Office of Civil Rights, Contract Compliance Section
125 East 11th Street
Austin, TX 78701-2483
(866) 480-2518

If you have any questions about the determination, please contact the Title VI Specialist at (817)695-9240, by e-mail at titlevi@nctcog.org, or by writing to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888

Sincerely,

Name of Head of Agency
NCTCOG, Executive Director

Example Letter - Notice of Final Action (discrimination found)

Date

Jane Doe
1234 Drive Way
Your Town, TX 55555

Dear Ms. Doe:

The North Central Texas Council of Governments (NCTCOG) has completed a review of your Title VI complaint dated (insert date). In your complaint you stated that (a brief description of the nature of the complaint, to include the program or activity and basis of complaint; i.e., race, color, national origin, sex, age, disability, gender). Our review included an assessment of all documentation provided by you and any other applicable documentation.

Based on our review of the available documentation, we have determined that there was discrimination committed against you based on XXX. (Give a brief description of what the discrimination was.)

NCTCOG takes discrimination seriously and has developed the following course of action to remedy the situation. (Give course of action.) We look forward to working with you to ensure that all deficiencies documented in the investigation findings are addressed in a satisfactory manner.

If you are dissatisfied with our course of action or our findings, you may file a complaint with the Texas Department of Transportation, Office of Civil Rights, at:

Texas Department of Transportation
Office of Civil Rights, Contract compliance Section
125 East 11th Street
Austin, TX 78701-2483
(866) 480-2518

If you have any question about the determination, please contact the Title VI Specialist at (817)695-9240, by e-mail at titlevi@nctcog.org or by writing to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888

Sincerely,

Name of Specialist
NCTCOG, Title VI Specialist

**THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
TRANSPORTATION PUBLIC PARTICIPATION PLAN
(March 2010)**

THE NEED FOR PUBLIC PARTICIPATION

An effective public participation process provides for an open exchange of information and ideas between the public and transportation decision makers. The overall objective of the North Central Texas Council of Governments' (NCTCOG's) Transportation Department public participation plan is that it is proactive, provides complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. Not only does the public participation plan provide a mechanism for NCTCOG Transportation Department to solicit ideas and public comments, it also builds support among the public who are stakeholders in transportation investments that impact their communities.

Key elements for effective public participation are:

1. Clearly defined purpose and objectives for initiating a public dialogue on transportation plans, programs, projects, policies and partnerships;
2. Identification of specifically who the affected public and other stakeholder groups are with respect to the plans, programs, projects, policies and partnerships under development;
3. Identification of techniques for engaging the public in the process;
4. Varied notification procedures which effectively target affected groups;
5. 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; and
6. Follow-through by public agencies demonstrating that decision makers seriously considered public input.
7. Multiple mediums and opportunities to submit input.

NCTCOG Transportation Department reviews guidance on public participation from the Federal Highway Administration/Federal Transit Administration on a regular basis.

ENVIRONMENTAL JUSTICE AND TITLE VI REQUIREMENTS

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.

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 communities of concern that can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts. NCTCOG annually publishes a report outlining how Environmental Justice concerns are addressed in the Department's activities.

A Language Assistance Plan (LAP) (Appendix E) 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.

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 F) outlines the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

PUBLIC PARTICIPATION REQUIREMENTS

Prior to the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA),

there were no formal public involvement procedures for metropolitan transportation planning. However, all technical committee meetings and Regional Transportation Council meetings were open to the public, and meeting notices were mailed to several hundred interested parties. A concerted effort to contact private sector and government interests was achieved. In addition, local government hearings were held prior to the adoption of the Metropolitan Transportation Plan and Transportation Improvement Program.

ISTEA and subsequent federal transportation legislation include requirements for proactive public involvement as part of the metropolitan transportation planning process. This Public Participation Plan was updated in May 2007 in accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) and related federal rules.

The federal rules for metropolitan transportation planning contain additional guidelines in 23 CFR 450.316. Ten requirements are specified and are summarized in Appendix A, along with NCTCOG's response as to how the requirement will be met. Appendix B specifically lists the types of interested parties identified in SAFETEA-LU.

PUBLIC PARTICIPATION COMPONENTS

There are six main components to the NCTCOG Transportation Public Participation Plan, as described below:

1. Public meetings will occur prior to NCTCOG's Regional Transportation Council (RTC) approval of the Transportation Improvement Program (TIP), the Metropolitan Transportation Plan (MTP), Air Quality Conformity, and the Unified Planning Work Program (UPWP). Public meetings will also occur prior to TIP revisions and MTP updates.
2. Notification of UPWP modifications and TIP administrative amendments can be conducted by mailings, newspaper ads, and/or e-mail, if not addressed at public meetings.
3. Open meetings include RTC and the standing technical, policy and strategic committees.
4. NCTCOG's Government Applications Review Committee provides a forum for the review of applications for various federal and State programs as part of the Texas Review and Comment System.
5. Whenever NCTCOG is involved in the development of environmental documents following National Environmental Policy Act (NEPA), staff will coordinate with implementing agencies for public involvement and, when applicable, the Texas Department of Transportation Environmental Manual.
6. Additional public information is available through NCTCOG staff and Web site.

The following tables contain details concerning each component of the public participation plan:

1. Public Meetings

PUBLIC PARTICIPATION COMPONENT	PUBLIC MEETING DATE	COMMENT PERIOD²	ADDITIONAL COMMENTS
Development of Transportation Improvement Program, including Air Quality Conformity ¹	At least 30 days prior to RTC approval	30 days	All public comments received on the TIP and MTP will be included in the documentation of the TIP and MTP or by reference to Air Quality Conformity documentation. Whenever possible, each of these topics will be covered in the same public meetings.
Development of Metropolitan Transportation Plan (including Air Quality Conformity and population and employment forecasts)	A public meeting shall be held at least 60 days prior to requesting RTC action. A second public meeting will be held at least 30 days prior to RTC approval.	30 days following each meeting	
TIP Revisions	At least 30 days prior to RTC approval ³	30 days ³	Revisions are project modifications that require RTC action; rules regarding various types of TIP modifications are outlined in the TIP Modification Policy (Appendix D).
Metropolitan Transportation Plan Amendments	At least 30 days prior to RTC approval	30 days	
Development of Unified Planning Work Program	Once every two years, at least 30 days prior to RTC approval	30 days	
Congestion Management Process	At least 30 days prior to RTC approval	30 days	
Development or update of the Public Participation Plan	At least 45 days prior to RTC approval if changes reducing public participation proposed	45 days	

¹Sometimes conformity is re-evaluated, because of changes due to the transportation system, as well as changes in the emission budget of the State Implementation Plan. Public Meetings will be held under both conditions.

²In the event that more than one public meeting is scheduled; the public comment period will begin following the first meeting.

³With increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent modification of the TIP due to funding requirements or timelines. In these cases, exceptions to the 30-day comment period may be required in order to avoid not being able to secure funding. 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.

2. Notification

PUBLIC PARTICIPATION COMPONENT	PUBLIC MEETING DATE	COMMENT PERIOD ²	ADDITIONAL COMMENTS
UPWP modifications	Notification by mailings, newspaper ads, and/or e-mail if modifications do not impact air quality conformity. At least 30 days prior to RTC approval if modifications are expected to impact air quality conformity.	30 days	UPWP modifications that do not impact air quality conformity can be transmitted by notification if not presented at public meetings.
TIP Administrative Amendments and modifications supporting previous RTC action	Summary of modifications provided at next public meeting as well as notice about how to access the complete list of administrative amendments.	N/A	TIP modifications supporting previous RTC action that do not impact air quality conformity can be transmitted by notification if not presented at public meetings.

3. Open Meetings

Regional Transportation Council (RTC)	Regular meeting on second Thursday of each month	N/A	TIP Administrative Amendments and other items not specifically requiring public involvement will be presented and discussed at the RTC and standing technical, policy and strategic committee meetings.
All Other Committees as determined by Open Meetings Act including those identified in RTC bylaws as standing technical, policy and strategic committees.	(determined individually)	N/A	

4. Government Applications Review Committee

Government Applications Review Committee	As Needed	N/A	Various federal and State programs are reviewed for regional consistency under the Texas Review and Comment System (TRACS).
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5. Additional Public Information

PUBLIC PARTICIPATION COMPONENT	PUBLIC MEETING DATE	COMMENT PERIOD²	ADDITIONAL COMMENTS
Public Information	As Needed	N/A	See Appendix A. Requests for public information and presentations are coordinated through NCTCOG staff.
Presentations	As Needed	N/A	Staff presentations and other information are available for public review by contacting NCTCOG's Transportation Department or through the NCTCOG Web site.
Publications	As Needed	N/A	Publications are available by contacting NCTCOG's Transportation Department or through the NCTCOG Web site
Opportunity to review draft environmental documents	N/A	To be determined by agency publishing document.	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.
Web site	As Needed	N/A	Public information will be made available in electronically accessible format and means, such as the World Wide Web, whenever possible.
Community Events	As Needed	N/A	Public information is distributed at a variety of community events, such as local government events, Earth Day celebrations, bike rallies, etc. in order to increase public awareness of NCTCOG transportation and related air quality plans and programs.

6. Environmental Documents and Implementing Agency Coordination

Development of NEPA environmental documents and in coordination with implementing agency.	According to requirements established in the Texas Department of Transportation Environmental Manual or similar documents for implementing agency.	TBD depending on requirements established	NCTCOG will work with the implementing agency to establish and meet public involvement requirements including when applicable those outlined in the Texas Department of Transportation Environmental Manual.
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NOTIFICATION OF PUBLIC PARTICIPATION ACTIVITIES

All public meeting notices will be sent to select 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, chambers of commerce (including minority chambers), and the Texas Register. In addition, NCTCOG will maintain a comprehensive mailing list containing the names of individuals and organizations that wish to be notified of all public meetings as well as stakeholders identified in Appendix B. To be included on the mailing list, please submit the attached Public Notification form or go to the NCTCOG Web site, www.nctcog.org.

For additional information on the North Central Texas Council of Governments' Transportation Public Participation Plan, contact NCTCOG's Transportation Department:

North Central Texas Council of Governments
Transportation Department
P.O. Box 5888
Arlington, Texas 76005-5888

(817) 695-9240 metro
(817) 640-3028 fax
transinfo@nctcog.org

**PUBLIC NOTIFICATION
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
TRANSPORTATION DEPARTMENT**

Please add my name to the Public Notification list:

Name: _____

Title: _____

Agency: _____

Address: _____

Phone: _____

Email: _____

Please mail, email or fax to:

North Central Texas Council of Governments
Transportation Department
P.O. Box 5888
Arlington, Texas 76005-5888

Fax (817) 640-3028
E-mail: transinfo@nctcog.org
Web site: www.nctcog.org

**THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
TRANSPORTATION PUBLIC PARTICIPATION PLAN
(March 2010)**

APPENDIX A

Summary of Public Involvement Requirements - 23 CFR 450.316 (a)(1)

REQUIREMENT	NCTCOG RESPONSE
(i) Provide adequate public notice of public participation activities and time for public review and comment	Public meeting notices will be sent to selected 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, chambers of commerce (including minority chambers), and the <u>Texas Register</u> . In addition, NCTCOG will maintain a comprehensive mailing list containing the names of individuals and organizations that wish to be notified of all public meetings as well as stakeholders identified in Appendix B.
(ii) Provide timely information on transportation issues and processes	Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG Web site, local newspapers, and open meetings.
(iii) Employ visualization techniques to describe metropolitan transportation plans and TIPs	To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos, and computer simulation in its public involvement activities.
(iv) Make public information available in electronically accessible formats, such as the World Wide Web	Reports, plans, publications, recent presentations, and other information are available on the NCTCOG Web site. Public comments may also be submitted on the NCTCOG Transportation Department Web site 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.
(v) Hold public meetings at convenient and accessible locations and times	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.

REQUIREMENT	NCTCOG RESPONSE
(vi) Demonstrate explicit consideration and response to public input received during development of the MTP and TIP	Public meetings will be held during development of the TIP and MTP as well as upon proposal of revisions/updates to these documents. All public comments will be reviewed and considered by the RTC 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 Air Quality Conformity documentation.
(vii) Seek out and consider the needs of those traditionally underserved, including, but not limited to low income and minority households	A comprehensive mailing list will be maintained. 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.
(viii) Provide additional opportunity for public comment if final MTP or TIP differs significantly from version made available for public review	If the TIP or MTP requires significant revisions, additional public meetings will be held.
(ix) Coordinate with statewide transportation planning public involvement process	When possible, public meetings will be coordinated with the Texas Department of Transportation.
(x) Periodic review of Public Participation Plan (PPP)	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 meeting.

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TRANSPORTATION PUBLIC PARTICIPATION PLAN
(March 2010)**

APPENDIX B

**Participation by Interested Parties
23 CFR 450.134 (a)**

Interested Parties
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
other interested parties
<ul style="list-style-type: none"> • Local and State Emergency Response agencies
<ul style="list-style-type: none"> • State and Local agencies responsible for growth and economic development
<ul style="list-style-type: none"> • Federal, State and Tribal wildlife, land management, and regulatory agencies
<ul style="list-style-type: none"> • Airport operators

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APPENDIX C

IMPLEMENTATION STRATEGIES FOR PUBLIC OUTREACH AND INVOLVEMENT

This document describes the North Central Texas Council of Governments (NCTCOG's) Transportation Department's ongoing public outreach efforts, which are utilized in conjunction with the formal public participation procedures. In addition, Appendix C describes the implementation process for the formal public participation procedures. The public participation procedures were originally adopted by the Regional Transportation Council (RTC) in June 1994 and represent the standard practices the NCTCOG Transportation Department follows in involving the public in regional transportation planning. These procedures were updated pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), the most recent federal transportation authorization legislation, and related federal rules.

In addition to these procedures, the NCTCOG Transportation Department has developed many avenues to increase public outreach. Public outreach efforts identify three critical actions:

- inform, which consists of providing information and outreach to the public;
- input, which provides an opportunity for the public to provide comments; and
- support, which follows the first two actions.

To receive effective input from the public, it is important that the public have an understanding of the issues that surround transportation and related air quality planning, programs, projects and policies. The purpose of public outreach efforts is to equip the public with that understanding.

Generally, when the public has been informed and has had the opportunity to provide input, sufficient consensus building can take place, which provides the support base for whatever transportation decisions are made.

Public Outreach Components

For projects requiring 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. One or several additional communication tools may also be used.

Public outreach serves to educate and inform the public about transportation issues and the planning process. Extensive public outreach activities should motivate public interest in transportation issues and lead to greater attendance and involvement at public meetings. Public meetings provide a useful opportunity for transportation stakeholders and the general public to submit formal, written comments or oral comments on transportation issues and planning activities. It also provides an opportunity for the NCTCOG Transportation Department to learn of public needs and opinions on various transportation issues.

In order to effectively communicate transportation and related air quality issues to the public, the NCTCOG Transportation Department employs various communication strategies. One or several of the following elements can be used as a means to educate the public on transportation issues.

- **Mailing List:** The Public Notification Database, a comprehensive mailing list of 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 citizens has been developed, and is continually maintained and expanded. Individuals on this list receive public meeting notices; notices of workshops or open houses; educational brochures; newsletters; and other material suitable for mass mailings.

The current Public Notification Database contains approximately 9,000 individuals and is updated continuously to include new entries from the NCTCOG Transportation Department web page (an on-line form is available for submission), returned mail, and requests for additions and deletions from various sources. The NCTCOG Transportation Department also conducts an annual survey of the mailing list via return post card to track interests and for correction of information.

- **Publications:** The NCTCOG Transportation Department, in conjunction with the Public Affairs Department, takes an active roll in producing publications designed to educate the public on transportation issues and encourage their active involvement. Such publications include the *Mobility Matters* quarterly newsletter, initiated in December 2001, to provide information on the Transportation Department's activities and initiatives. This newsletter is mailed to the entire Public Notification Database, and made available at all public meetings, community events, at Regional Transportation Council and subcommittee meetings and is available through the NCTCOG Web site. Other publications include, but are not limited to:
 - *Citizen Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area*
 - Educational pamphlets
 - *It's Your Region* (a monthly newsletter produced by NCTCOG)
 - *Local Motion*, (a monthly newsletter for local elected officials and transportation decision makers)
 - *Metropolitan Transportation Plan Executive Summary*
 - *Mobility Matters* (a quarterly newsletter mailed to the Public Involvement list)
 - Notices of Public Meeting, Workshops, and Open House events
 - *Regional Mobility Initiatives* (an ongoing educational report series)
 - *Transportation State of the Region* annual report

Since 1996, 22 issues of Regional Mobility Initiatives have been produced and distributed, and are accessible through the NCTCOG Web site:

- *Advanced Transportation Management*, March 1996
- *Air Quality*, July 1996
- *Traffic Congestion*, October 1996
- *Multimodal Solutions in the North Central Corridor*, July 1997
- *Toll Roads*, February 1998
- *Major Investment Studies*, August 1998

- *The Transportation Equity Act for the 21st Century*, October 1998
- *High Occupancy Vehicle (HOV) Lanes*, December 1998
- *Travel Demand Forecasting Procedures*, June 1999
- *Commuter Traffic*, December 2000
- *Pedestrian Transportation*, August 2002
- *Metropolitan Planning Organization*, November 2002
- *Rail Station Access*, February 2003
- *Commuter Traffic Update*, October 2004
- *Regional Rail*, October 2005
- *Goods Movement and Freight Traffic*, January 2006
- *Intelligent Transportation Systems*, December 2006
- *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*, June 2007
- *Metropolitan Planning Organization*, August 2007
- *Air Quality*, September 2007
- *Congestion Management Process*, March 2008
- *Traffic Congestion*, December 2008

- **Surveys:** Where appropriate, 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.
- **Planning Documents:** Various planning documents and other publications are made available upon request. Environmental documents received by the Metropolitan Planning Organization are also available to the public. Most can also be viewed via the NCTCOG Web site. These publications include, but are not limited to:
 - Metropolitan Transportation Plan
 - Transportation Improvement Program
 - Congestion Management Process
 - Other Management System Reports
 - Air Quality Conformity Analysis
 - Technical Report Series Reports
 - Unified Planning Work Program

Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages.

- **Relationships with Local Media:** Relationships with media are continually being cultivated by increasing the frequency with which media releases are distributed, compiling and updating a media e-mail distribution list which includes more than 150 reporters at almost 100 local print and broadcast media outlets, and by fostering personal contact with local editors and news directors by providing timely and accurate information upon their request. NCTCOG Transportation Department staff attends professional organization meetings designed to improve media relations and develop further contacts with individual

representatives of local 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 in a positive and proactive manner.

- **Electronically Accessible Information:** Information is also available online via the NCTCOG Transportation Department Web site www.nctcog.org/trans. This site includes a Public Involvement web page, www.nctcog.org/trans/outreach/involve/index.asp, to provide the latest information on public meetings, media releases, public surveys, and NCTCOG Transportation Department's 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.

- **Consensus Building:** For appropriate planning activities, NCTCOG Transportation Department will utilize, to the greatest extent possible, certain outreach efforts early in the planning process to gather input and build consensus among various transportation stakeholders. The public outreach plan for each activity will detail specific activities to be undertaken. Such efforts may include, but are not limited to:
 - Open Houses
 - Listening Sessions
 - Roundtables
 - Conferences and Forums

- **Public Meetings:** In addition to these public outreach activities, the Transportation Department follows general public procedures in holding public meetings to facilitate greater participation and to encourage the exchange of ideas and information. Environmental Justice aspects are always considered when selecting meeting sites.

General Public Meeting Guidelines

1. Meetings will be held in accessible locations, preferably near transit lines or routes.
2. Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
3. Presentations and supporting documentation, as needed, will be available at all meetings.
4. An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.

5. For meetings on a specific project, the meeting(s) will be held in corridor(s) directly affected by the project.
6. The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Facilities will be available on request for persons with disabilities, including sign and foreign language interpreters, and handouts in large print or Braille. A minimum of 3 business 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.

7. At a minimum, the meeting will be audio taped. Videotaping may be preferable in certain situations.

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.

Notification of Public Meeting Activities

All public meeting notices will be sent to select newspapers, as necessary, to ensure regional coverage. All public meetings are posted on the Texas Register Web site as part of the Open Meetings requirement. Public meeting notices are mailed to meeting location facilities, more than 160 public libraries, more than 190 city and county offices for posting, and to approximately 9,000 individuals and organizations in our public notification database. NCTCOG Transportation Department staff will contact public information officers of the cities in which meetings are scheduled, to request assistance in posting information, often on the city cable television channel and Web sites.

- **Community Outreach Events:** In an effort to educate the public and increase public awareness of NCTCOG transportation plans and programs, information is distributed at a variety of community events such as local government events, Earth Day celebrations, bike rallies, etc. Transportation Department staff also frequently makes presentations to community groups and civic organizations.

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(March 2010)**

APPENDIX D

**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

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APPENDIX E

LANGUAGE ASSISTANCE PLAN

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 F) 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 US 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, 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.

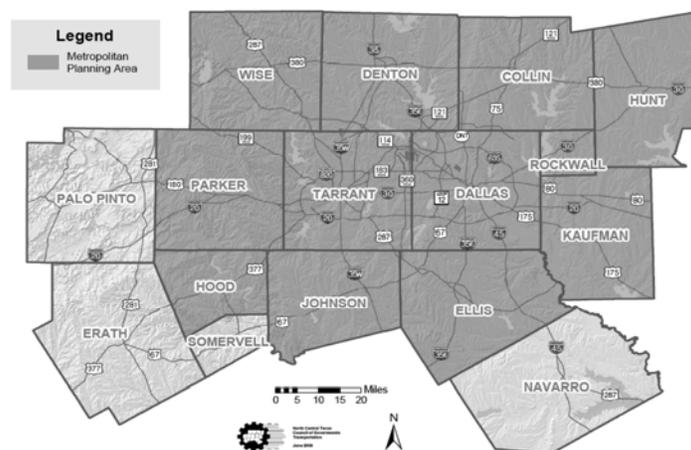
Identification of LEP populations and determination of how these individuals are served or likely to be served by NCTCOG Transportation Department Programs

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 US 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 2005-2007 American Community Survey. LEP persons were classified as anyone over the age of five that classified 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. Data from the 2005-2007 American Community Survey was not available for the counties of Rockwall and Kaufman; thus, no comparison was made for those two counties and data from the 2000 Census was used when determining figures based on the 2005-2007 American Community Survey.

In 2007, the American Community Survey estimated population was 5,459,711 for the 12-county region. The LEP population was 776,083, approximately 14.2 percent of the total population. Data from the 2000 Census showed the LEP population to be 596,426; which is a 30.1 percent increase. Based on the most recent data available Spanish is the largest language represented among the LEP population with 12 percent of the total population identified as speaking Spanish, according to the 2007 American Community Survey. Asian languages were the second largest group among the LEP population comprising 1.5 percent of the total population.

LEP Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area							
Total Metropolitan Planning Area (MPA) Population	Total MPA LEP Population	% LEP of Total Population	Total MPA Spanish Population	% Spanish of Total Population	Total MPA Asian Languages Population	% Asian Language of Total Population	
2000 Census	4,782,849	596,426	12.5%	486,399	10.2%	66,633	1.4%
2007 American Community Survey	5,459,711	776,083	14.2%	645,235	11.8%	82,010	1.5%
% Change	14.2%	30.1%		32.7%		23.1%	
Source: 2000 Census and the 2007 American Community Survey www.census.gov							
Limited English Proficiency (LEP) is classified as any person whose primary language is other than English & answered that their ability to speak English was "well" "not well" & "not at all."							
The Dallas-Fort Worth Metropolitan Planning Area consists of; Collin, Dallas, Denton, Ellis, Hood, Hunt Johnson, Kaufman, Parker, Rockwall, Tarrant & Wise counties.							

Recognizing that low literacy could also result in limited English proficiency, data from the U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy was analyzed. The study used population estimates for persons 16 years and older as of 2003. Individuals determined to lack basic literacy skills either scored below basic in prose or could not be tested due to language barriers.

The study found that 19 percent of the statewide population lacked basic literacy skills. Within the 12-county area, 21 percent of the Dallas County population lacked basic literacy skills. Dallas County was the only county in the region above the state percentage.

Location	Population size ¹	Percent lacking <i>basic literacy skills</i> ²
Texas	15,936,279	19%
Collin County	437,018	8%
Dallas County	1,650,735	21%
Denton County	371,897	8%
Ellis County	90,668	13%
Hood County	35,299	9%
Hunt County	60,001	13%
Johnson County	102,672	12%
Kaufman County	60,172	14%
Parker County	72,454	9%
Rockwall County	40,168	8%
Tarrant County	1,130,374	14%
Wise County	40,253	12%
¹ Estimated population size of persons 16 years and older in households in 2003.		
² Those lacking <i>Basic</i> prose literacy skills include those who scored <i>Below Basic</i> 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 inquires submitted to the MPO, public meetings, public outreach events, the MPO Web site and program implementation activities.

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.

Additionally, nine 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 and Tarrant 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.

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. NCTCOG currently utilizes a translation service and department staff to translate documents. Visualization tools like 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.

Guidelines for making language assistance available

All language assistance will be provided at no charge to LEP individuals.

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 Web site. Department reports, newsletters, brochures, other publications and Web site 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 3 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 May 2009 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 like public meeting notices and department publications.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

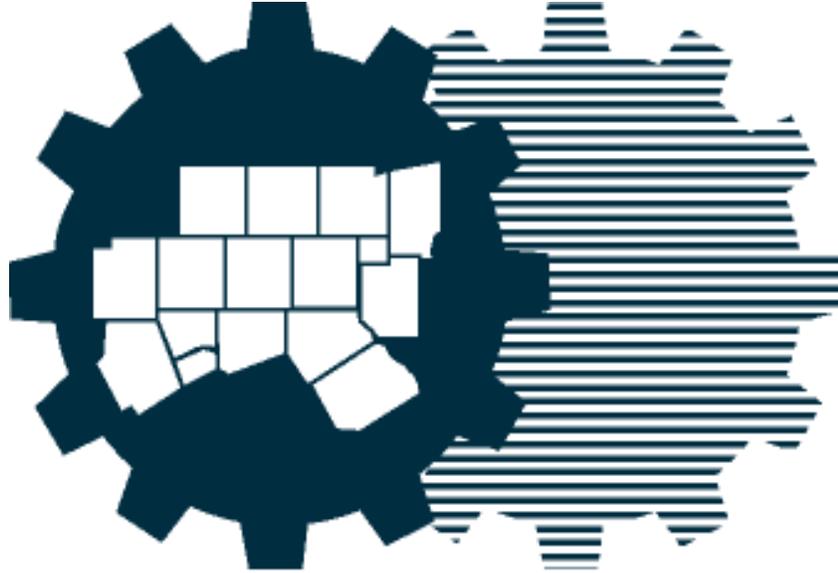
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888
616 Six Flags Drive
Arlington, TX 76005-5888
Phone: (817) 695-9240
Fax: (817) 640-3028
E-mail: transinfo@nctcog.org
Web site: www.nctcog.org/trans

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 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.



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.

3. Determine jurisdiction:

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 related to a NCTCOG program or activity, 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.

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 for informational purposes only.

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:

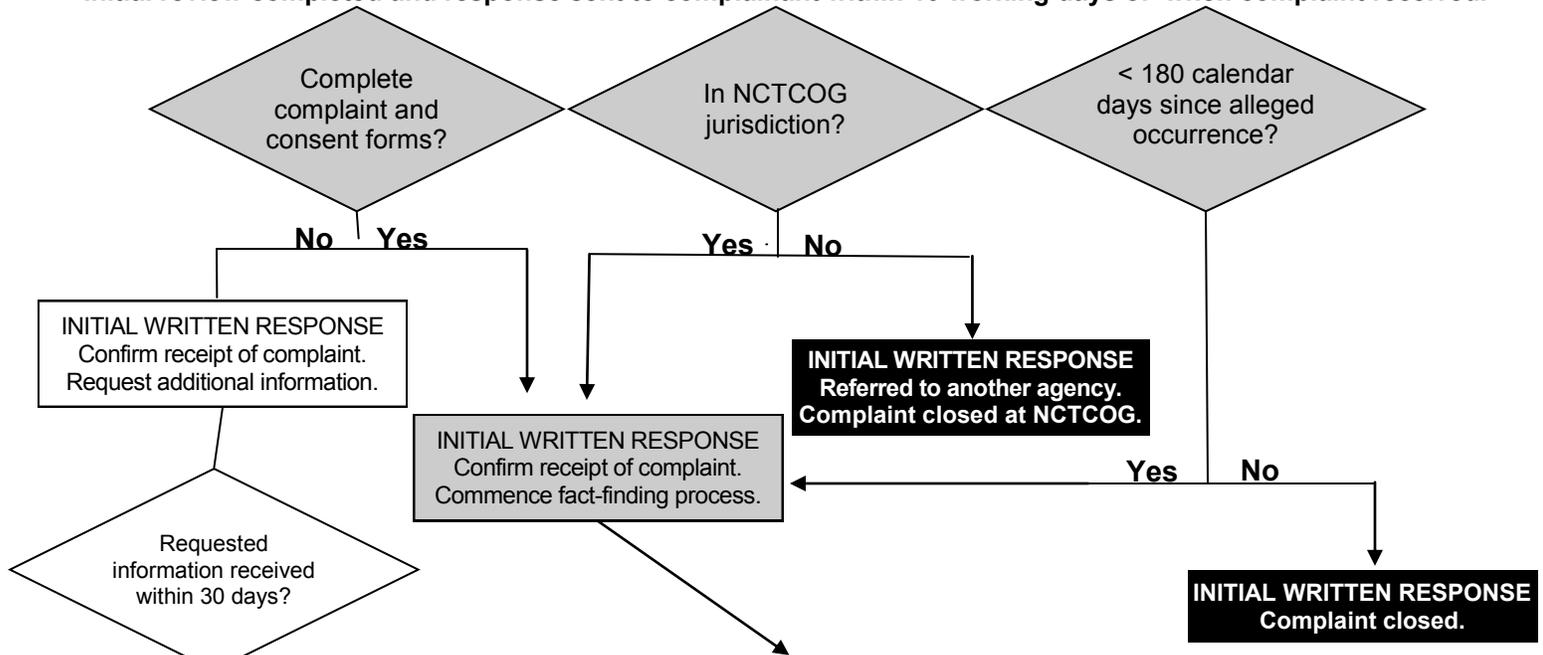
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of 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.

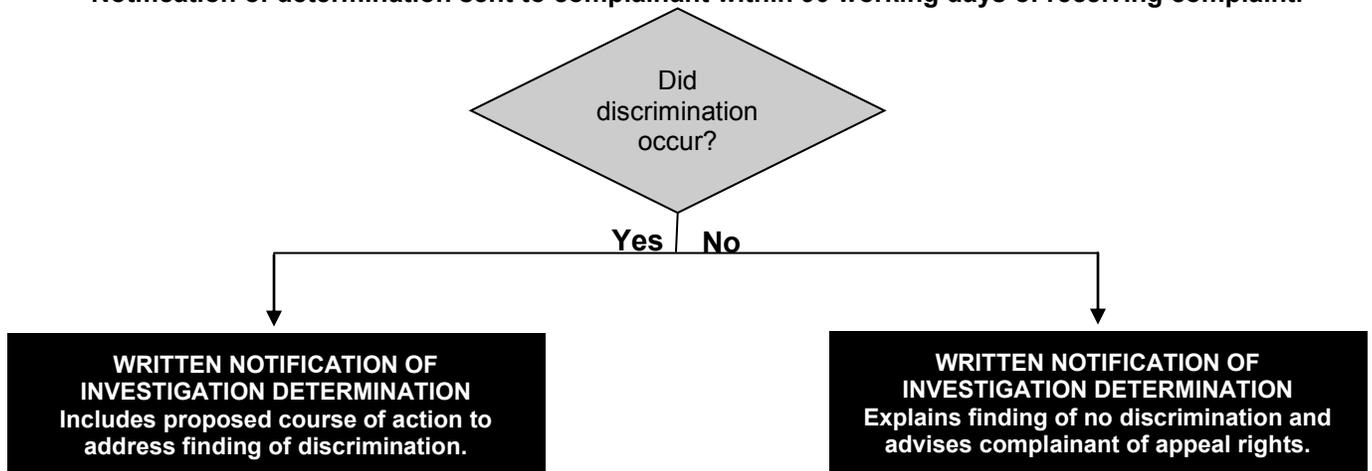


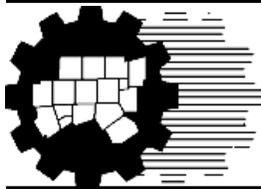
INVESTIGATION / FACT FINDING

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.

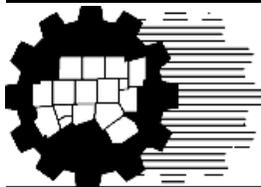
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar 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.

Race: Color:

National Origin: Sex:

Age: Disability:

Religion:

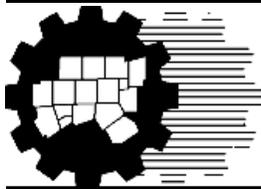
6 Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.

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

Regional Transportation Council Attendance Roster
January 2014-December 2014

RTC MEMBER	Entity	1/9/14	2/13/14	3/13/14	4/10/14	5/8/14	6/12/14	7/10/14	8/14/14	9/11/14	10/9/14	11/13/14	12/11/14
Douglas Athas (06/13)	Garland	E(R)	P	P	P	P	P	P	P	P	P	P	P
Brian Barth (09/13)	TxDOT, FW	E(R)	P	E(R)	P	P	P	P	P	P	P	P	P
Ron Brown (2/93)	Ellis Cnty	P	P	P	P	P	P	P	P	P	P	E(R)	P
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Sheri Capehart (7/06)	Arlington	P	P	P	P	P	P	P	E	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	E(R)	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Mark Enoch (12/06)	DART	P	P	P	E(R)	P	E(R)	A	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	E	P	P	P	A	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	E	P	P	P	P	P	P
Sandy Greyson (11/11)	Dallas	P	P	E	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	--	--	--	--	--	--	--	--	--	P	A	A
Bill Hale (11/03)	TxDOT, Dallas	E(R)	E(R)	P	P	P	P	P	P	E(R)	P	P	E(R)
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	P	P	P	A(R)	E	P	P	P
Vonciel Jones Hill (11/07)	Dallas	P	P	E	P	P	P	P	P	P	P	P	P
Clay Jenkins (04/11)	Dallas Cnty	P	P	E	E	P	P	P	P	P	A	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	E(R)	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Sheffie Kadane (11/11)	Dallas	P	E	P	P	P	P	P	P	P	P	P	P
Geralyn Kever (7/10)	McKinney	P	P	P	P	P	A	P	P	P	P	E(R)	P
Lee Kleinman (09/13)	Dallas	P	P	P	P	E	E	P	P	E	P	A	P
Stephen Lindsey (10/11)	Mansfield	P	E(R)	E(R)	E	E(R)	P	E	P	P	E(R)	P	P
Laura Maczka (6/12)	Richardson	P	P	P	A	P	P	P	E	P	E	E(R)	P
David Magness (06/13)	Rockwall Cnty	P	P	P	E	P	P	E	P	P	P	E(R)	E
Scott Mahaffey (03/13)	FWTA	P	P	P	P	P	E(R)	P	P	P	P	P	P
Matthew Marchant (07/08)	Carrollton	P	E	E	P	P	A	E	P	P	P	P	P
Maher Maso (10/08)	Frisco	P	E(R)	E	P	P	A(R)	A(R)	P	E(R)	E(R)	E(R)	E(R)
John Monaco (6/08)	Mesquite	E	P	E	E(R)	E	P	A	P	P	P	A	E(R)
Mark Riley (1/09)	Parker Cnty	P	E(R)	P	P	P	P	P	E(R)	P	P	P	P
Kevin Roden (6/14)	Denton	--	--	--	--	--	P	P	P	P	P	P	A
Amir Rupani (11/14)	Dallas	--	--	--	--	--	--	--	--	--	--	P	P
Danny Scarth (9/12)	Fort Worth	P	P	P	P	P	P	E	P	P	P	P	P
Lissa Smith (6/12)	Plano	P	P	P	P	P	P	P	P	A	P	P	P
Mike Taylor (7/14)	Colleyville	--	--	--	--	--	--	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	--	--	--	--	--	P	P	P	P	E(R)	E(R)	P
Oscar Trevino (6/02)	Nrth Rch Hills	P	P	E	P	E(R)	P	P	E	P	E(R)	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
January 2014-December 2014**

RTC MEMBER	Entity	1/9/14	2/13/14	3/13/14	4/10/14	5/8/14	6/12/14	7/10/14	8/14/14	9/11/14	10/9/14	11/13/14	12/11/14
William Velasco (11/11)	Dallas	E	E	E	E	P	A	P	A(R)	P	P	E	A
Oscar Ward (6/14)	Irving	--	--	--	--	--	P	P	P	P	P	P	P
Bernice Washington (4/09)	DFW Airport	P	P	P	P	P	E	P	P	P	P	P	E
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	P	P	P	P	E(R)	E	P	P	E	E	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
Zim Zimmerman (9/12)	Fort Worth	P	P	P	P	P	P	E	P	P	P	P	P

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
October 2013-October 2014

STTC MEMBERS	Entity	10/25/13	11/22/13	1/24/14	2/28/14	3/28/14	4/25/14	5/23/14	6/27/14	7/25/14	8/22/14	9/26/14	10/24/14
Antoinette Bacchus	Dallas Cnty	A	A	A	A	A	P	A	A	A	A	A	A
Brian Barth	TxDOT, FW	P	P	P	P	P	P	A	P	P	P	P	P
Bryan Beck	Fort Worth	P	P	P	P	A	P	P	P	P	P	P	A
John Blain	Kaufman Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	P	P	P	P	R	P	P	P	P	P	P	A
John Brunk	Dallas	--	--	--	--	--	P	P	P	P	P	P	P
Mo Bur	TxDOT, Dallas	--	--	--	--	--	--	--	--	--	--	--	P
Chris Burkett	Mansfield	R	P	R	P	R	P	R	P	R	R	P	R
Loyl Bussell	TxDOT, FW	P	P	P	R	P	P	P	A	P	P	P	P
Jack Carr	Plano	--	--	P	P	P	P	P	P	P	P	P	P
Dave Carter	Richardson	P	P	P	P	P	P	P	P	P	P	A	P
Hal Cranor	Eules	--	--	--	--	--	A	P	P	A	P	A	P
Clarence Daugherty	Collin County	--	--	--	--	--	--	--	--	--	--	A	P
Chad Davis	Wise Cnty	P	P	A	P	P	A	P	P	P	A	P	P
Greg Dickens	Hurst	--	--	A	P	P	P	R	P	R	P	R	R
Sherrelle Diggs	Rowlett	--	--	P	P	A	P	P	A	P	P	A	A
Massoud Ebrahim	Greenville	P	A	P	P	P	A	P	P	P	A	P	A
Chad Edwards	DART	--	--	--	--	--	--	--	--	--	--	P	P
Claud Elsom	Rockwall Cnty	A	P	P	P	P	P	P	A	P	A	P	A
David Esquivel	Cleburne	A	A	A	P	P	A	P	P	P	P	P	P
Holly Ferguson	TCEQ	--	--	--	--	--	--	--	--	A	A	A	A
Keith Fisher	Keller	--	--	A	A	A	A	A	A	P	P	P	P
Eric Fladager	Fort Worth	P	A	P	P	P	P	P	P	P	P	A	A
Chris Flanigan	City of Allen	P	A	P	P	P	P	R	P	P	R	P	R
Gary Graham	McKinney	P	A	P	R	P	P	P	P	P	R	P	R
Tom Hammons	City of Carrollton	A	A	A	A	A	A	P	A	A	A	A	A
Curvie Hawkins	FWTA	P	P	P	P	A	P	P	P	P	P	P	P
Chris Holsted	Wylie	P	P	P	P	P	A	R	P	P	A	P	P
Thomas Hoover	Bedford	A	A	A	A	A	A	A	A	A	A	P	A
Matthew Hotelling	Flower Mound	P	A	P	A	P	P	P	P	P	A	A	P
Kirk Houser	City of Dallas	P	A	P	P	A	P	P	P	P	P	A	P
Terry Hughes	Parker County	--	--	--	--	--	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	--	--	--	--	--	--	--	--	--	P	P	R
Paul Iwuchukwu	Arlington	P	P	P	P	P	A	P	P	P	P	P	P
Tim James	Mesquite	--	--	--	--	A	P	A	R	P	P	A	P
David Jodray	Fort Worth	A	A	A	A	A	A	P	P	P	P	P	P
Kelly Johnson	NTTA	A	A	A	A	A	A	P	A	A	A	A	P
Tom Johnson	DeSoto	A	A	P	A	A	A	P	P	P	P	A	P
William Johnson	FWTA	--	--	P	P	P	P	P	P	A	P	A	P
Sholeh Karimi	Grand Prairie	P	P	A	P	P	A	A	P	P	P	P	P

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster
October 2013-October 2014

STTC MEMBERS	Entity	10/25/13	11/22/13	1/24/14	2/28/14	3/28/14	4/25/14	5/23/14	6/27/14	7/25/14	8/22/14	9/26/14	10/24/14
Chiamin Korngiebel	Dallas	P	A	A	A	P	A	R	P	P	P	A	P
Paul Luedtke	Garland	A	P	A	R	A	P	P	P	A	P	A	P
Stanford Lynch	Hunt Cnty	P	R	P	P	P	P	P	R	P	R	P	P
Anne MacCracken	DCTA	--	--	--	--	--	--	--	P	P	P	R	P
Rick Mackey	TxDOT Paris	P	A	P	P	R	A	A	A	A	P	P	P
Srini Mandayam	Mesquite	P	A	P	P	P	P	P	P	P	P	P	P
Geroge Marshall	Coppell	P	P	P	A	P	A	P	P	P	P	A	A
Clyde Melick	Waxahachie	A	A	A	P	A	P	P	P	P	P	P	P
Laura Melton	Burleson	--	--	--	--	--	--	--	--	A	A	A	A
Brian Moen	Frisco	P	A	P	A	R	R	A	A	A	A	A	A
Cesar Molina, Jr.	Carrollton	P	P	P	P	A	P	A	P	A	P	P	P
Lloyd Neal	Plano	P	A	P	P	P	P	P	P	P	A	A	P
Mark Nelson	Denton	P	P	A	P	P	P	R	P	P	P	P	P
Jim O'Connor	Irving	P	A	A	P	P	P	P	P	P	P	P	P
Kevin Overton	Dallas	--	--	--	--	--	--	--	--	--	--	--	A
Dipak Patel	Lancaster	P	P	R	P	P	P	A	P	R	P	P	P
Todd Plesko	DART	P	A	A	A	P	P	P	P	P	P	P	A
John Polster	Denton Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Lisa Pyles	Town of Addison	A	A	P	A	A	P	A	A	A	A	A	A
Walter Ragsdale	Duncanville	--	--	--	--	--	P	A	P	P	P	A	A
Mark Rauscher	Fort Worth	A	A	A	P	A	P	A	P	P	A	A	P
William Riley	Tarrant Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Greg Royster	DFW Int. Airport	P	A	R	P	P	P	P	P	P	A	A	P
Anita Russelmann	Garland	A	A	A	A	A	A	A	A	A	A	A	A
David Salmon	Lewisville	--	--	--	--	P	A	R	P	P	P	R	P
Elias Sassoon	Cedar Hill	A	A	R	A	P	A	P	R	A	A	R	P
Gordon Scruggs	The Colony	P	P	P	P	P	P	P	P	P	P	P	A
Kelly Selman	TxDOT, Dallas	P	A	P	P	P	A	P	P	P	P	P	A
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Randy Skinner	Tarrant Cnty	P	P	P	P	P	P	P	A	P	P	P	P
Caleb Thornhill	Plano	--	--	--	--	--	--	--	--	A	P	P	P
Mark Titus	Richardson	P	P	P	P	P	P	P	P	P	P	P	P
Jonathan Toffer	Dallas Cnty	A	A	P	P	A	A	A	A	P	A	A	A
Timothy Tumulty	Rockwall	--	--	--	--	--	--	--	P	P	P	A	A
Gregory Van Nieuwenhuize	Haltom City	P	A	P	P	P	P	P	P	P	P	P	P
Daniel Vedral	Irving	P	A	P	A	R	A	A	P	P	A	P	P
Caroline Waggoner	North Richland Hills	--	--	--	--	--	--	--	--	--	--	A	P
Jared White	Dallas	P	P	P	P	P	A	P	A	P	P	A	P
Bill Wimberley	Hood County	P	P	P	P	P	P	P	P	A	P	P	P
Alicia Winkelblech	Arlington	P	P	P	P	P	P	P	P	P	P	P	A

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE October 24, 2014

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 24, 2014, 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: Brian Barth, John Blain, John Brunk, Mo Bur, David Boski (representing Chris Burkett), Loyl Bussell, Jack Carr, Dave Carter, Hal Cranor, Clarence Daugherty, Chad Davis, Jim Juneau (representing Greg Dickens), Chad Edwards, David Esquivel, Keith Fisher, Shawn Poe (representing Chris Flanigan), Robyn Root (representing Gary Graham), Curvie Hawkins, Chris Holsted, Matthew Hotelling, Kirk Houser, Terry Hughes, Adam Marsh (representing Jeremy Hutt), Paul Iwuchukwu, Tim James, David Jodray, Kelly Johnson, Tom Johnson, William Johnson, Sholeh Karimi, Chiamin Korngiebel, Paul Luedtke, Stanford Lynch, Anne MacCracken, Rick Mackey, Srini Mandayam, Clyde Melick, Cesar Molina Jr., Lloyd Neal, Mark Nelson, Jim O'Connor, Dipak Patel, John Polster, Mark Rauscher, William Riley Greg Royster, David Salmon, Elias Sassoon, Lori Shelton, Randy Skinner, Caleb Thornhill, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jared White, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Gustavo Baez, Adam Beckom, Bob Best, Natalie Bettger, Kristina Brevard, Michael Burbank, Maribel Chavez, Lori Clark, Michael Copeland, Ruben Delgado, Brian Flood, Gina Garcia, Christie Gotti, Jill Hall, Rebekah Hernandez, Bennett Howell, Kate Kerr, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Demetrus LeFlore, April Leger, Sonny Loper, Duncan Macdougall, Jenny Narvaez, Chris Petro, Vercie Pruitt-Jenkins, Elizabeth Pugh, Chris Reed, Kyle Roy, Moosa Saghian, Tom Shelton, Walter Shumac, Scot Smith, Shannon Stevenson, Jahnae Stout, Vivek Thimmavajjhala, Matthew Thompson, Mitzi Ward, Sandy Wesch, Elizabeth Whitaker, and Ralph Zaragoza.

Chair Gregory Van Nieuwenhuize recognized new members: Mo Bur, Texas Department of Transportation Dallas District and Kevin Overton, City of Dallas.

1. **Approval of September 26, 2014, Minutes:** The minutes of the September 26, 2014, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); Brian Barth (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Metropolitan Transportation Plan Amendment and Air Quality Conformity:** Elizabeth Whitaker presented information regarding the Mobility 2035 – 2014 Amendment and its associated air quality conformity analysis. At the September meeting, action was postponed for the Mobility 2035 – 2014 Amendment due to the open comment period following the latest Blacklands Corridor Feasibility Study public meeting. Instead, members took action on a slate of projects that needed to move forward in order to be included in the latest Statewide Transportation Improvement Program (STIP) revision cycle. A list of those projects was provided in Electronic Item 3.5. On October 2, the public comment period closed and comments were reviewed. Blacklands Corridor public meeting minutes and comments were provided in Electronic Item 3.4. Ms. Whitaker reviewed the Mobility 2035 – 2014 Amendment recommendations. She highlighted maps for the major amendments that included projects new to the plan or with major scope changes, provided in Reference Item 3.2. She noted that the only difference from the information previously presented was

that the Blacklands Corridor was no longer being included as a recommendation in the financially constrained plan or air quality conformity analysis. In addition to major changes, the amendment included projects with phasing or staging changes, also provided in Reference Item 3.2. She highlighted maps of these projects, noting that there had been no changes. Reference Item 3.3 included regionally significant arterial projects listings. She also discussed the Southern Gateway project, noting that staff had received feedback from the City of Cedar Hill regarding the proposed changes on the project and reaffirmed that the \$50 million commitment for transportation improvements on US 67 would remain on the project and that while the project was now slated for phased implementation with the managed lane coming online first, staff recognized that there would be an opportunity for continued coordination between Cedar Hill, the Texas Department of Transportation (TxDOT), and the North Central Texas Council of Governments (NCTCOG) on the specific project scope. Changes would be incorporated as part of Mobility 2040. Ms. Whitaker also highlighted the regional rail system, noting that the map incorporated the planned extension of the Dallas Streetcar and showed the Orange Line to the Dallas/Fort Worth International Airport moving from a plan recommendation to being part of the existing system. She reviewed the major roadway system recommendation map, no longer including the Blacklands Corridor. As part of the continuing planning process, staff looks at a number of transportation corridors throughout the region. Included in the amendment are roadway corridors for continued development and evaluation. As noted in the agenda, the Blacklands Corridor remained on the map for continued development and evaluation with revised limits to reflect the finding of the feasibility study. In addition to the changes on the Blacklands Corridor, staff also proposed that Loop 9 be added to the map, as well as portions of SH 199, a small segment of SH 183, and IH 30 in western Tarrant County. She reminded members that the Mobility Plan must be financially constrained, and that staff compared the anticipated revenues and costs and identified approximately \$94.5 billion in transportation improvements for the plan. Jenny Narvaez discussed air quality conformity associated with the Mobility 2035 – 2014 Amendment and the 10 county 8-hour ozone nonattainment area. She also reviewed motor vehicle emissions budgets for nitrogen oxides (195.39 tons per day) and volatile organic compound emissions (82.2 tons per day). The Environmental Protection Agency (EPA) MOVES2010b model was used and analysis was performed on the years 2014, 2018, 2028, and 2035. She noted that even with the changes noted by staff, the region falls under the budget for nitrogen oxides and volatile organic compound emissions. RTC air quality initiatives contribute to reaching the emission budgets. If approved by RTC and the Executive Board in November, staff anticipated Federal Highway Administration approval in December 2014. She noted that the recommendations in the Amendment meet financial constraint requirements and environmental justice requirements, and have no disproportionate impacts on protected populations. Elias Sassoon asked if the managed lane for the Southern Gateway project in the Cedar Hill area was still on schedule with the proposed phasing changes in the MTP Amendment. Ms. Whitaker confirmed that it was. Stanford Lynch noted that Judge Horn of Hunt County asked him to express his appreciation to the Committee and management staff for the work done on Blacklands Corridor Feasibility Study and that although the project did not come out the way that Hunt County and City of Greenville would have liked, they were anxious to work with NCTCOG and the Committee and try to continue to develop the transportation planning for Hunt County in the future. A motion was made to recommend RTC approval of the Mobility 2035 – 2014 Amendment, 2014 Transportation Conformity, reaffirm previous Transportation Improvement Program-related changes, and direct staff to appropriately amend other planning documents such as the Transportation Improvement Program and Unified Planning Work Program as needed. Elias Sassoon (M); Chad Edwards (S). The motion passed unanimously.

4. **Sponsorship of North Texas Tollway Authority TollTags as an Abatement for Reduced Access:** Sandy Wesch discussed a request from Tarrant County to assist with the sponsorship of North Texas Tollway Authority (NTTA) Tolltags. Assistance was sought to lessen a significant loss of a "free" access route caused to residents of St. Francis Village as a result of construction the Chisholm Trail Parkway since the alternative transportation solution was expensive and unwarranted. In January 2014, the Regional Transportation Council (RTC) approved the request to assist with the sponsorship of TollTags as an abatement for the reduced access in an amount not to exceed \$100,000. The RTC requested that the funding exchange associated with the partnership be brought back to members separately from the standard Transportation Improvement Program modification process. A sponsored TollTag program was developed to provide residents of the community \$250 towards a TollTag, limited to one per household, available for use for three years. Each household was requested to self-certify the financial need for a sponsored TollTag. To facilitate the sponsorship, two meetings with the community were held and a total of 271 TollTags were provided for a total cost of \$67,750. Christie Gotti highlighted the funding exchange by which Tarrant County committed to reimburse the North Central Texas Council of Governments (NCTCOG) for funds expended for this effort. City of Fort Worth, Tarrant County, and NCTCOG determined that the best option for completing the funding exchange would be the Polytechnic/TWU Streetscape project on East Rosedale. Tarrant County will add local funds to this project and the same amount of Regional Toll Revenue funds will be removed from the project. Additional details were provided in Reference Item 4. Randy Skinner asked for clarification on the cost of the project, and Mark Nelson expressed his concern that this may set a precedent for future requests. A motion was made to recommend RTC approval of the funding exchange associated with the TollTag abatement partnership with Tarrant County totaling \$67,750 and utilizing the Polytechnic/TWU Streetscape project for exchange. Action included recommending RTC approval for staff to administratively amend the TIP/STIP and other necessary planning/administrative documents. Randy Skinner (M); Dave Carter (S). The motion passed unanimously.

5. **North Texas Tollway Authority/Regional Transportation Council Joint Position on Comprehensive Development Agreement Authority:** Ken Kirkpatrick presented projects proposed for the North Texas Tollway Authority (NTTA)/Regional Transportation Council (RTC) joint position on comprehensive development agreement (CDA) authority. At the September meeting, staff briefed members on the status of efforts to develop a joint position with NTTA similar to efforts for the past two legislative sessions. Since last month's meeting, staff confirmed that authority was not needed for the North Tarrant Express Section 3C project. In addition, the RTC discussed the Trinity Parkway project and it was also removed from the list of proposed projects. Reference Item 5 contained a draft NTTA/RTC resolution proposing that IH 635 Phase 3 for US 75 to IH 30 be included in the joint position, as well as existing projects for which extensions may be needed. Paul Luedtke expressed appreciation for including IH 635 in the proposal and noted that the City of Garland would like anything that goes forward to include the full extension of the frontage roads on both sides of the project. Chad Edwards requested that the RTC resolution be updated to reference the Mobility 2035 – 2014 Amendment as approved at the meeting and proposed for approval at the November RTC meeting. A motion was made to recommend RTC approval of the draft resolution provided in Reference Item 5 regarding the joint NTTA/RTC position on CDA authority for IH 635 Phase 3 and any existing projects that may need extension of that authority. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

6. **Texas Transportation Commission/Regional Transportation Council Revolver Funding Program:** Christie Gotti discussed the latest information regarding the sale of Transportation Development Credits (TDCs) to the Texas Department of Transportation (TxDOT) to create a revolver funding program that was approved by the Regional Transportation Council (RTC) in 2013. Since that time, staff has coordinated with TxDOT and in June 2014 the Texas Transportation Commission (TTC) approved the transfer of 100 million TDCs for a \$10 million revolver fund through updates to the Unified Transportation Plan (UTP). RTC approved the concept and funding amount, but did not approve the process for receiving funds. A copy of the resolution was provided in Electronic Item 6.2. TxDOT has proposed to add state/federal funds to project(s) with local funds and move the local funds to create the revolver fund. Then, 100 million in TDCs will be transferred from the North Central Texas Council of Governments to TxDOT to complete the exchange. Staff has reviewed existing federally funded projects that also have local funds. Electronic Item 6.1 contained correspondence to TxDOT proposing two projects for the exchange: IH 35E at Belt Line Road and IH 35E/Dickerson Parkway. Staff anticipated that TxDOT would finalize the exchange through UTP modifications at its November 2014 TTC meeting. Additional details were provided in Reference Item 6.3. Cesar Molina Jr. asked if the IH 35E funds included both Dallas County and Carrollton funds. Ms. Gotti noted that the funds included up to \$10 million in currently planned funds to the State on IH 35E so there was no net change to entities. A motion was made to recommend RTC approval of the proposed solution for the creation of the MPO Revolver Funds as outlined in Electronic Item 6.1, to administratively amend the 2015-2018 Transportation Improvement Program/Statewide Transportation Improvement Program and necessary planning/administrative documents to reflect these changes. Cesar Molina Jr. (M); John Polster (S). The motion passed unanimously.
7. **End of Ozone Season:** Jody Loza provided an update on the 2014 ozone season in the Dallas-Fort Worth region, concluding October 31. She noted that the region is under the 2008 8-hour ozone standard of 75 parts per billion (ppb) and has an attainment date of 2018. At the time of the meeting, the region had experienced 12 exceedance days for the 2014 season, which included no level red days and only 3 days that exceeded the 85 ppb standard. Details were provided in Electronic Item 7. She noted that staff would be reviewing weather data to determine any intricacies that may increase the formation of ozone and encouraged any members with any related information to contact staff. In addition, she encouraged members to continue efforts to improve air quality.
8. **Proposed Clean Fleet Policy Revisions:** Lori Clark presented information regarding the revised draft Clean Fleet Policy. In October 2005, the Regional Transportation Council (RTC) adopted a resolution in support of a Clean Fleet Vehicle Policy and Model Ordinance addressing fleet operations. A working group of fleet representatives was developed in October 2013 to update the policy to ensure technology references were current, broaden the policy to include volatile organic compound emissions in addition to nitrogen oxides, and align the policy more closely with the North Central Texas Council of Governments' (NCTCOG's) role as the Dallas-Fort Worth (DFW) Clean Cities Coalition. A copy of the revised policy was provided in Electronic Item 8.1. Ms. Clark highlighted substantive changes to the policy. She noted that instead of having four areas to address, the revised policy was focused on goals, reducing emissions, overall fuel consumption, partnership with NCTCOG and DFW Clean Cities, and ensuring that operators and fleet personnel are familiar with the policy. Other major changes included expanding the scope of the policy to also apply to non-road equipment and private-sector fleets. She noted that many were interested in the new implications to funding. Proposed revisions are to maintain the current RTC position on funding eligibility, that policy adoption and compliance is required for all

vehicle funding. One addition would be annual reporting that will be part of the DFW Clean Cities recognition program. Staff will continue work to finalize policy language and incorporate minor changes from the October working group meeting. Staff will also be finalizing a guidance document. This document will provide a tool to assist fleets who adopt the policy and members were encouraged to have fleet managers provide comments to staff (available on the Web site). She also noted that staff will be working with group representatives to finalize the reporting template. In conversations with the representatives, duplicate efforts were noted with reporting between the Clean Fleet Policy and DFW Clean Cities, as well as a report requested each year by the Energy Information Administration (EIA). Staff will work with the staff at the EIA to determine if the reports can align more closely. Ms. Clark noted that approval of the revised policy would be requested at the December STTC and RTC meetings. Additional information was provided in Electronic Item 8.2.

9. **Fast Facts:** Michael Morris presented his Fast Facts at the beginning of the meeting. He discussed the recent Regional Transportation Council (RTC) Workshop regarding updating the Dallas and Fort Worth Texas Department of Transportation (TxDOT) Districts. Discussion was primarily focused on reducing the TxDOT districts from three to two by moving Hunt County to the Dallas District. He noted that Hunt County wished to remain in the Paris TxDOT District at this time. Staff will present a path forward to RTC which will likely be that the TxDOT districts remain the same. Mr. Morris also noted that the Proposition 1 Stakeholder report was provided in Electronic Item 9.1.

In addition, he highlighted a topic of discussion at a recent Texas Transportation Commission meeting regarding an increase in fatalities in the energy-producing portions of the State. Texas Transportation Commission Chair Houghton would like to see that reversed and asked staff to look at what projects were not moving in all parts of the State to get all hands on deck moving ahead with improvements to the transportation safety of those roadways in the oil and gas producing portions of the State. Local elected officials were concerned that projects already funded by the Commission may be temporarily unfunded but staff believed that projects remained funded with no changes. If projects become at risk of losing revenues permanently or temporarily, members will be updated.

Ken Kirkpatrick discussed the RTC's endorsement of the "One Week Free" TEXpress Lanes promotion. Developers for the North Tarrant Express, LBJ Express, and the TxDOT DFW Connector project were implementing a promotion for December 1-7, 2014. If users sign up for the application and have/purchase a toll tag, the trip will be free.

Mr. Kirkpatrick also highlighted recent discussions regarding automated technology to determine vehicle occupancy for high-occupancy vehicle discounts. He noted that staff believed there were viable solutions and that TxDOT would take the lead on procurement of technology for application statewide.

Mr. Kirkpatrick also noted the Federal Transit Administration (FTA) Procurement System Review that was completed in July. FTA raised several issues that staff addressed while FTA was onsite, and a report has been received indicating that no further corrective action was necessary.

Rebekah Hernandez noted that the RTC tabled action on its RTC Legislative Program at the October 9, 2014, meeting. Additional comments were to be provided to staff and RTC action would be requested at the November 13, 2014, meeting.

Marissa Fewell highlighted current air quality funding opportunities for vehicles provided in Electronic Item 9.2, specifically noting the Environmental Protection Agency 2014 School Bus Replacement Rebate Program and the Texas Commission on Environmental Quality Emissions Reduction Incent Grant Program deadlines.

Matt Thompson noted that the Transportation Improvement Program submittal deadline for the February modification cycle was close of business the day of the meeting.

Dan Kessler reminded members that the November/December Surface Transportation Technical Committee meetings would be combined due to the holidays, and that the next meeting was scheduled at 1:30 pm on December 5, 2014.

The current Local Motion was provided in Electronic Item 9.3 and transportation partner progress reports were provided in Electronic Item 9.4.

10. **Other Business (Old and New)**: John Polster requested that the Vehicle Occupancy Technology item be brought back before the Committee and Regional Transportation Council for discussion.
11. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on December 5, 2014, 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

January 2015 | nctcog.org/localmotion

Inside

Lawmakers return to Austin Jan. 13

The Legislature reconvenes January 13 for the 84th Session.

With the recent passage of Proposition 1 and the continued growth of the state, transportation will again receive significant attention during the 140-day session. The Regional Transportation Council has approved a legislative program with a concentration on the identification of additional funding. Read more on Page 2.

Meetings

January 8, 1 pm

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

January 23, 1:30 pm

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

Partners' environmental efforts recognized



The city of Grand Prairie was named Air North Texas Partner of the Year in December in recognition of its efforts to promote cleaner air. Grand Prairie implemented a comprehensive outreach and communications plan that included events, social media, employee engagement and outreach to youth and businesses.

The city planned several events to celebrate Clean Air Action Day, a regional event held on the first Friday of summer each year to encourage North Texans to make clean air commitments.

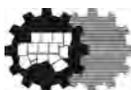
In 2014, Grand Prairie's celebrations included contests for city employees and businesses, as well as an art competition for children attending camp. The city also distributed Air North Texas information at local health fairs and fitness events and used campaign materials to promote clean air through an environmental newsletter sent to residents.

Grand Prairie was joined by five other entities who made significant contributions to the region's air quality campaign.

- The University of Texas at Arlington, Outstanding Partner Involvement
- City of Fort Worth, Outstanding Outreach Efforts
- City of Plano, Outstanding Advertising
- Hood County Clean Air Coalition, Outstanding Initiative
- Denton County Transportation Authority, Outstanding Media Engagement

For additional information on the recipients, visit

www.airnorthtexas.org/partners2014.asp.



North Central Texas
Council of Governments

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

our region

Funding tops RTC's priorities for 84th Legislative Session

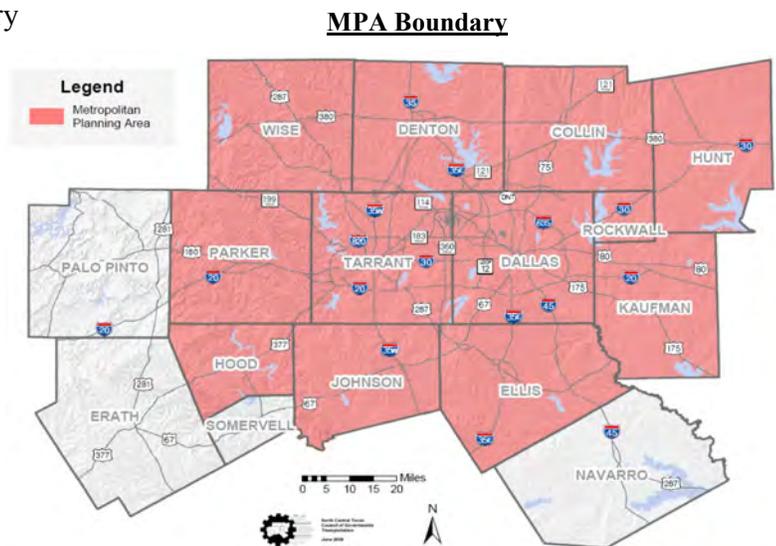
When the Legislature reconvenes in Austin on January

13, it will have additional revenue available for transportation projects throughout the state. But more than the \$1.7 billion annual boost provided by Proposition 1 is necessary to keep the fast-growing state moving. The Regional Transportation Council has approved a legislative program in pursuit of additional funding for important transportation projects while maintaining the progress made in recent years. Here are the topics to be pursued:

- **Identify additional transportation revenue.**

Proposition 1 will provide the state with a much-needed infusion of transportation funding, but the RTC and other transportation advocates will pursue additional revenue, as well. For example, shifting motor-vehicle sales tax revenues from the general fund to transportation would allow the Legislature to get even closer to closing the \$5 billion gap the Texas Department of Transportation has identified without having to increase taxes. Another option is ending the diversion of the state's gas tax to non-transportation purposes.

- **Retain the limited authority for TxDOT to enter into public-private partnerships.** Interstate Highway 635 east of US Highway 75 is expected to be the next project completed with a comprehensive development agreement. There may also be other CDA projects that need to have their authority extended.
- **Support the full restoration of AirCheckTexas Drive a Clean Machine Program funding and expansion of local initiative projects.** The RTC will again pursue the full funding of the AirCheckTexas Program, which saw funding reduced 88 percent in 2011 as the Legislature sought to balance the budget in tough economic times. NCTCOG has scaled back the portion of the program offering qualifying motorists vouchers that can be used toward vehicle replacement. Restoration of the funding would allow the replacement program to run for more than a few weeks each year. The RTC plans to support expansion of the LIP provision to include transportation system improvements that benefit air quality.
- **High speed rail.** Efforts are underway to connect Dallas-Fort Worth to Houston and other parts of the state by high speed rail. The RTC would support legislation necessary to move high speed rail forward.



FREIGHT CONNECTIVITY

Congestion study expected early in 2015

A study outlining recommendations for how to improve the efficiency of freight in North Texas is expected to be published early in 2015. A proposal made in Freight North Texas, an inventory of the region's freight system completed in 2013, the forthcoming analysis examines congestion in four areas across the region: Alliance, Great Southwest, Mesquite and the International Inland Port of Dallas. The recommendations range from better freight connectivity to intersection improvements and signal-timing studies. Truck-route connectivity and railroad-crossing mitigation are also examined. The four areas were selected because they are considered a microcosm of freight activity in the region.

Recommendations, including policies and programs, resulting from the study could be added to Mobility 2040 to help guide freight improvements in the future. The next Freight North Texas recommendation to be carried out will be a truck parking study. Staff will narrow the focus to areas of greatest concern before moving forward with the study.

public involvement

School bus funding available Jan. 5

The New Year is bringing an opportunity for school bus operators in some North Texas counties to make their fleets more environmentally friendly. The North Central Texas Clean School Bus Program 2015 Call for Projects will open January 5.

This call for projects will provide approximately \$1 million in grant funding to help school bus owners and operators in the 10-county ozone nonattainment area (Collin, Denton, Dallas, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties) reduce emissions and improve air quality by providing funds to improve or replace older diesel school buses. Applicants must adopt the Revised Clean Fleet Policy by the 5 pm March 13 application deadline to be eligible.

Interested parties are encouraged to complete an electronic Intent to Submit form to help staff identify potential applicants.

For more information, please visit www.nctcog.org/cleanschoolbus.

Fact Sheet: Modern roundabouts

Historically, intersections have been controlled with either stop signs or traffic signals. But there is a new tool being used to improve reliability on some roads in the Dallas-Fort Worth area. About 50 modern roundabouts, which slowly and steadily move traffic in a circular pattern through an intersection, have been built in recent years. More are planned.

The NCTCOG Transportation Department has published a new fact sheet explaining this innovative way to keep traffic moving. Part of the department's ongoing series, this fact sheet explains the safety, mobility and environmental benefits of roundabouts and demonstrates how to use them. Read the fact sheet at www.nctcog.org/factsheets.

resources

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**The Fort Worth
Transportation Authority**
The-T.com

**Texas Department
of Transportation**
TxDOT.gov

50

More than 50 modern roundabouts have been built in North Texas in recent years. The roundabout is an alternative to signalized intersections that keeps traffic moving.

policymakers —

Updated Clean Fleet Policy approved by RTC

The Regional Transportation Council approved a resolution in support of the revised Clean Fleet Vehicle Policy on December 11. For the past year, NCTCOG staff and local fleet representatives have been working to update the Clean Fleet Vehicle Policy approved in 2005 to ensure it remains relevant and effective.

As funding eligibility through RTC requires adoption of the policy, all organizations with fleet operations in the 10-county ozone nonattainment area are encouraged to begin efforts to adopt the new policy as soon as possible.

More information is available at www.nctcog.org/fleetpolicy.

NCTCOG recognized for Solar Ready II

NCTCOG was awarded the 2014 Local Collaboration of the Year Award at the 2014 Texas Renewables Conference in November. The award recognized the Dallas-Fort Worth Solar Ready II project for its role in supporting renewable energy in Texas.

Solar Ready II is part of the US Department of Energy SunShot Initiative Rooftop Solar Challenge, which strives to make this growing option cost-competitive with other forms of energy.

By collaborating with national and regional partners, NCTCOG has engaged local governments to create improved and more standardized solar energy practices and policies throughout the region.

Additional information can be found at www.nctcog.org/solar.

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