

## AGENDA

**Regional Transportation Council  
Thursday, February 12, 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 January 8, 2015, Minutes**  
 Action       Possible Action       Information      Minutes: 5  
Presenter: Mike Cantrell, RTC Chair  
Item Summary: Approval of the January 8, 2015, minutes contained in [Reference Item 1](#) will be requested.  
Background: N/A

**1:05 – 1:05 2. Consent Agenda**  
 Action       Possible Action       Information      Minutes: 0

**2.1. High Occupancy Vehicle/Managed Use Lane Pooled Fund Study**  
Presenter: Dan Lamers, NCTCOG  
Item Summary: Approval will be requested to use \$60,000 of Regional Transportation Council (RTC) Local funds to support the Metropolitan Planning Organization's (MPO's) involvement in the Federal Highway Administration's (FHWA's) High Occupancy Vehicle (HOV)/Managed Use Lane Pooled Fund Study.  
Background: As managed lanes are being implemented across the country, all agencies and regions are experiencing various hurdles in project implementation due to the unique design and operating characteristics of tolled managed lanes relative to traditional HOV lanes and toll roads. In response, FHWA has created the HOV/Managed Use Lane Pooled Fund Study. The study is dedicated to researching critical policy, program, and technical issues that arise during the planning, design, and operation of managed lanes. Research ideas are generated by members of the HOV/Managed Use Lane Pooled Fund Study which includes nine state departments of transportation and FHWA with two MPOs, the North Central Texas Council of Governments and the Metropolitan Transportation Commission in the San Francisco Bay area, proposing to join. Staff is proposing to use \$60,000 of RTC Local funds previously allocated to facilitate managed-lane operations and technology integration. The funding would be available to support this effort over the next three years. Details are provided in [Reference Item 2.1](#).

This project is pursued as part of a potential future program honoring the memory of Ron Kirby, former Director of Transportation for the metropolitan planning organization in Washington, DC.

1:05 – 1:20

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

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

1. Recognition of Ron Brown for Service on the Regional Transportation Council
2. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.1](#))
3. AirCheckTexas Replacement Assistance Resumed February 9, 2015 ([Electronic Item 3.2](#))
4. United States Department of Transportation Conformity Determination Status ([Electronic Item 3.3](#))
5. Texas Transportation Commission's Minute Order Authorizing Speed Limit Changes ([Electronic Item 3.4](#))
6. Transportation Alternatives Program
7. Fiscal Year 2014 Annual Project Listings ([Electronic Item 3.5](#))
8. February Public Meeting Minutes on the Unified Planning Work Program and Proposition 1 (Handout)
9. Recent Correspondence ([Electronic Item 3.6](#))
10. Recent News Articles ([Electronic Item 3.7](#))
11. Recent Press Releases ([Electronic Item 3.8](#))
12. Transportation Partners Progress Reports

1:20 – 1:30

4. **Public Participation Plan Revisions**

Action       Possible Action       Information      Minutes: 10  
Presenter: Amanda Wilson, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the revised Public Participation Plan.

Background: 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 are outlined in [Electronic Item 4.1](#) and will be presented. The draft Public Participation Plan is included as [Electronic Item 4.2](#). Most recently approved by the RTC in March 2010, the Public Participation Plan ([Electronic Item 4.3](#)) 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.

1:30 – 1:40

5. **Approval of Proposition 1 Draft Listings: Texas Department of Transportation and Metropolitan Planning Organization Partnership**

Action       Possible Action       Information      Minutes: 10  
Presenter: Michael Morris, NCTCOG; and TxDOT

Item Summary: Staff will update the Council on the latest developments regarding the Proposition 1 Funding Program and request Regional Transportation Council (RTC) approval of the year one Proposition 1 projects presented at public meetings.

Background: In November 2014, Texas voters approved Proposition 1, which

provided \$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. Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG) staffs have collaborated to develop a list of proposed Proposition 1 projects. Eligible projects include engineering, right-of-way acquisition, and construction of traditional roadways, excluding toll roads. NCTCOG staff presented a draft list of proposed Proposition 1 projects at public meetings February 2–3, 2015. [Electronic Item 5.1](#) is the four-year inventory of proposed Proposition 1 projects. [Reference Item 5.2](#) contains the Calendar Year 2015 project list for approval. Additional information on the Proposition 1 Funding Program is outlined in [Electronic Item 5.3](#).

**1:40 – 1:50**

**6. State and Federal Legislative Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Amanda Wilson, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will receive an update on State and federal legislative actions. The Texas Legislature convened on January 13, 2015. The United States (US) Congress convened January 6, 2015. Transportation issues will be a focus for both the Texas Legislature and US Congress.

Background: The Texas Legislature and US Congress will be in session at the time of the February RTC meeting. This item will allow staff to provide updates on key positions of the RTC and allow any additional positions to be taken, if necessary. Correspondence is included as [Electronic Item 6](#) providing positions of the RTC to the Texas Legislature and the Texas Transportation Commission.

**1:50 – 2:00**

**7. Forecast 2040**

Action       Possible Action       Information      Minutes: 10

Presenter: Dan Kessler, NCTCOG

Item Summary: The North Central Texas Council of Governments (NCTCOG) prepares demographic forecasts for the region every four years that are used to guide the development of the region's Metropolitan Transportation Plan, as well as other regionwide, county, and municipal planning initiatives. Staff will provide an update on the status of this ongoing process.

Background: Over the past 24 months, NCTCOG staff, in cooperation with local governments and public agencies, has led the process for the development of population and employment forecasts through the year 2040. This process was initiated in the spring of 2013, with refinements to the forecast methodology and the development of the district structure used to support the forecasting process. Since that time, this interdepartmental effort being carried out by Research and Information Services and Transportation Departments staffs has focused on the three principal work activities including development of regional control totals, development of district level forecasts, and

allocation of future activity to the traffic survey zone level. Integral to this process are the review steps carried out by local governments at both the district and traffic survey zone levels. The forecasting process is now in the final stages of review by local governments and partner agencies. The forecasts will be presented to the Executive Board for approval in the spring of 2015. Details are provided in [Electronic Item 7](#).

2:00 – 2:10

8. **Trinity Parkway and Southern Gateway Status**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update regarding the Trinity Parkway and Southern Gateway projects.

Background: The Trinity Parkway is a proposed ten-mile toll road between the SH 183/IH 35E interchange northwest of downtown Dallas and IH 45/US 175 southeast of downtown Dallas. The project will serve to relieve congestion in the IH 30 and IH 35E corridors through the Dallas Central Business District. The Southern Gateway project is comprised of IH 35E from 8th Street in Dallas to IH 20 and US 67 from IH 35E to FM 1382 in Cedar Hill. The project will help increase capacity, reduce traffic congestion, improve mobility, improve design deficiencies, and improve system linkages. Possible funding options for the US 67/Southern Gateway project are provided in [Reference Item 8](#).

2:10 – 2:20

9. **Trinity Railway Express License Plate Survey**

Action       Possible Action       Information      Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: The Council will be briefed on a license plate survey recently conducted for the Trinity Railway Express (TRE).

Background: Since 2002 and at the request of the transit authorities, the North Central Texas Council of Governments (NCTCOG) has worked with the Cities of Arlington, Bedford, Colleyville, Euless, Grand Prairie, Grapevine, Haltom City, Hurst, and North Richland Hills regarding the mid-cities' financial contribution towards the operational costs of the TRE. NCTCOG, on behalf of the Regional Transportation Council (RTC), collects funds from the mid-cities as a financial contribution towards the TRE in lieu of the direct contributions to the transit authorities. NCTCOG retains the funds to support RTC initiatives by funding projects directly or providing local match for federal funds. In exchange, the RTC programs federal funds to the transit authorities for federally eligible transit activities (typically, capital improvements). A license plate survey was recently completed to determine the relative share of users of the TRE by the nine mid-cities in order to adjust their financial contribution. The Council will be briefed on the TRE financial contribution program and results of the license plate survey provided in [Electronic Item 9](#).

- 2:20 – 2:25** 10. **High Occupancy Vehicle Subsidy**  
 Action       Possible Action       Information      Minutes: 5  
 Presenter: Dan Lamers, NCTCOG  
 Item Summary: Staff will provide an update to the Regional Transportation Council (RTC) on the most recent managed lane performance report.  
 Background: As part of the adoption of the Toll Managed Lane and High Occupancy Vehicle/Express Managed Lane policies, the RTC requires regular reports provided by the Texas Department of Transportation regarding performance of the managed lane facilities and the North Texas Tollway Authority regarding customer service demands. Staff will present an overview of the performance of the operational managed lanes in the region. In addition, an update will be provided on the schedule and status of the opening of all managed lane facilities.
- 2:25 – 2:35** 11. **DFW Connector Pilot Program**  
 Action       Possible Action       Information      Minutes: 10  
 Presenter: Ken Kirkpatrick, NCTCOG  
 Item Summary: The Regional Transportation Council will be briefed on the status of the DFW Connector Pilot Program related to pay-by-mail surcharges.  
 Background: The DFW Connector Pilot Project was initiated with the commencement of tolls on the project in July 2015. The pilot seeks to test whether increasing the pay-by-mail toll surcharge will offset the toll collection risk associated with users of the managed lanes who do not have toll tags. Lessons learned in the pilot could be applied to the IH 35W managed lanes, when open, in order to reduce the toll collection risk that the Texas Department of Transportation has in that corridor.
12. **Progress Reports**  
 Action       Possible Action       Information  
 Item Summary: Progress Reports are provided in the items below.
- RTC Attendance ([Reference Item 12.1](#))
  - STTC Minutes ([Electronic Item 12.2](#))
  - Local Motion ([Electronic Item 12.3](#))
13. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
14. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.
15. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for **1:00 pm, Thursday, March 12, 2015, at the North Central Texas Council of Governments.**

MINUTES**REGIONAL TRANSPORTATION COUNCIL  
January 8, 2015**

The Regional Transportation Council (RTC) met on Thursday, January 8, 2015, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Douglas Athas, Brian Barth, Carol Bush, Mike Cantrell, Sheri Capehart, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Mojoy Haddad, Kelly Selman (representing Bill Hale), Roger Harmon, Vonciel Jones Hill, Clay Jenkins, Ron Jensen, Jungus Jordan, Sheffie Kadane, Geralyn Keever, Stephen Lindsey, Laura Maczka, David Magness, Scott Mahaffey, Matthew Marchant, Maher Maso, John Monaco, Mark Riley, Kevin Roden, Danny Scarth, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino, Williams Velasco II, Oscar Ward, Bernice J. Washington, Duncan Webb, Glen Whitley, Kathryn Wilemon, and Zim Zimmerman.

Others present at the meeting were: Bill Agan, Vickie Alexander, Nancy Amos, Christopher Anderson, Bruce Arfsten, Antoinette Bacchus, Melissa Baker, Simona Barbu, Berrien Barks, Bryan Beck, Brandi Bird, Michael Burbank, Pamela Burns, David Cain, Bryon Campbell, Drew Campbell, Angie Carson, Michael Copeland, Mike Curtis, Ruben Delgado, Kim Diederich, Eric Dominguez, Chris Dyer, Caitlin Eames, Chad Edwards, Angelia Ekholm, Megan Everett, Kevin Feldt, Camille Fountain, Matt Geske, Tony Hartzel, Rebekah Hernandez, Jodi Hodges, Tim Juarez, Dan Kessler, Ken Kirkpatrick, Paul Knippel, Dan Lamers, April Leger, Sonny Loper, Mark Lorance, Stanford Lynch, Ricky Mackey, Barbara Maley, Will McDonald, Jeni McGany, Chad McKeown, Nancy Mitchell, Cesar Molina, Martin Molloy, Rebecca Montgomery, Erica Mulder, Mickey Nowell, Kevin Overton, Vivica Parker, Brinton Payne, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Bill Riley, Kyle Roy, Greg Royster, Moosa Saghian, Russell Schaffner, Kenneth Schoew, Les Selensky, Walter Shumac, Randy Skinner, Tom Stallings, Jahnae Stout, Dean Stuller, Gerald Sturdivant, Vic Suhm, Matt Thompson, Dan Vedral, Jimmy Vrzalik, Leslie Wade, Elizabeth Whitaker, Harrison Wicks, Adrienne Williams, Amanda Wilson, Brian Wilson, and Ed Wueste.

1. **Approval of the December 11, 2014, Minutes:** The minutes of the December 11, 2014, meeting were approved as submitted in Reference Item 1. Gary Fickes (M); Andy Eads (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was removed from the Consent Agenda by staff.
  - 2.1. **2015 – 2018 Transportation Improvement Program Modifications:** Christie Gotti noted that the Texas Department of Transportation had requested to remove one of its previously requested projects, Modification Number 2015-0198 from the modifications in Reference Item 2.1.1, because the project was not ready to move forward. All other modifications remained the same. A motion was made to approve the February 2015 revisions to the 2015 – 2018 Transportation Improvement Program provided in Reference Item 2.1.1 with the one change noted by staff. Administrative amendments from the November 2014 cycle were provided for information in Electronic Item 2.1.2.  
  
Kathryn Wilemon (M); Sheri Capehart (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Dan Kessler provided an update regarding the 2040 Demographic Forecast process, noting that staff was currently conducting local review of the traffic survey zones that make up the Metropolitan Planning Area. Additional details will be provided to members at the February 12, 2015, Regional Transportation Council (RTC) meeting and presented for Executive Board adoption in the spring. Michael Morris discussed recent special events in the region and thanked those involved for their efforts. In addition, he discussed the status of the Trinity Parkway and Southern Gateway projects and noted that additional details will be presented at a future meeting. He also highlighted the Proposition 1 agenda item. He noted that while significant effort will be placed on advancing the Southern Gateway, Proposition 1 funds will not be used. Proposition 1 funds will be proposed for the highest-priority project in the State, the SH 360/IH 30 Interchange. Air quality funding opportunities for vehicles were provided in Electronic Item 3.1, Clean Cities Clean Fleet annual reporting information was provided in Electronic Item 3.2, December public meeting minutes were provided in Electronic Item 3.3, and a fact sheet with information regarding roundabouts was provided in Electronic Item 3.4. In addition, recent correspondence was provided in Electronic Item 3.5, recent news articles in Electronic Item 3.6, and transportation partner progress reports were provided at the meeting. Mike Taylor discussed Proposition 1 amounts related to oil prices. Mr. Morris noted that the amount of Proposition 1 funds for the first year has been registered, previous to any changes in gas prices.
  
4. **Incident Management Call for Projects:** Natalie Bettger presented funding recommendations for the Incident Management Equipment Purchase 2014 Call for Projects that was opened from June to August 2014. The purpose of the Call was to assist partner agencies in purchasing equipment and technology that aid in quick incident response and clearance. Public sector partner agencies within the 10-county nonattainment area that were actively involved in incident management were eligible to apply. Eligible activities included the purchase of equipment and technology used in mitigating crashes. Personnel and staffing charges were ineligible. A total of \$2 million was available for incident management and technology purchases with approximately \$1.32 million in the eastern subregion and \$680,000 in the western subregion. Applications were received from 19 agencies totaling 61 projects. Approximately \$1 million was requested in the eastern subregion and \$808,000 in the western subregion. Ms. Bettger reviewed the scoring criteria and available points for each category. Details were provided in Electronic Item 4.2. In addition, she presented recommendations for funding. Slightly over \$1 million was recommended for projects in the eastern subregion, including all projects that were submitted. In the western subregion, approximately \$676,000 was recommended for funding. Three projects were not recommended for funding. A summary of recommendations was provided in Reference Item 4.1. She noted that recommendations were presented to the Regional Safety Advisory Committee, the Surface Transportation Technical Committee, and at recent public meetings. Charles Emery asked if there was any special consideration or focus on areas with construction. Ms. Bettger noted that there was no specific scoring criteria category for construction, but that entities were able to describe if the project would aid in work zone incident management within the equipment description and explanation category. Mr. Emery discussed recent experiences on SH 183 and how those experiences may be useful for IH 35E. Ms. Bettger noted that staff could contact agencies involved in the upcoming IH 35E project to provide assistance regarding work zone incident management. Michael Morris discussed cities that had recently partnered to create a consistent protocol across several jurisdictions and offered that the North Central Texas Council of Governments could host a meeting with Denton County and impacted entities. Glen Whitley asked how the remaining \$300,000 in the eastern subregion would be used. Ms. Bettger noted that the

funds would be set aside for a future call for projects. Mr. Whitley noted that funding was reduced in the western subregion for two projects in the staff recommendation. Ms. Bettger noted two entities each submitted applications and the two applications received the same score. Staff recommended funding each of the entities of portion of their requests. A motion was made to approve the Incident Management Equipment Purchase 2014 Call for Project recommendations provided in Reference Item 5.1, which included the use of Congestion Mitigation and Air Quality Improvement Program funds and Transportation Development Credits. The motion also included approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program to include all Incident Management Call for Project recommendations in the region. Glen Whitley (M); Oscar Trevino (S). The motion passed unanimously.

5. **Support for North Central Texas Council of Governments' Comments on the Dallas-Fort Worth State Implementation Plan Revision and Other Air Quality Updates:** Chris Klaus presented proposed comments on the Dallas-Fort Worth State Implementation Plan (SIP) revision. North Central Texas Council of Governments (NCTCOG) staff has reviewed the document, which includes reference to local initiatives submitted by the NCTCOG in August 2014 and Texas Commission on Environmental Quality (TCEQ) staff recommendations to replace currently incorporated on-road emission inventories with updated on-road emission inventories. Staff proposed to transmit comments to the TCEQ regarding these items during the open comment period ending January 30, 2015. Comments will include suggesting the utilization of recently developed, updated on-road emission inventories that have been transmitted to the TCEQ but not yet incorporated into the proposed Dallas-Fort Worth SIP. Recent inventories based on new models and assumptions have higher tons per day for both nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs) than the currently incorporated inventories. The accuracy of these inventories are important because they set the threshold for future transportation conformity for the long-range transportation plan and the Transportation Improvement Program. Secondly, comments will include a request to retain reference to NCTCOG local initiatives as part of the Dallas-Fort Worth SIP. Mr. Klaus also discussed 2014 Transportation Conformity for the Mobility 2035 – 2014 Amendment. Staff has been working with interagency consultation partners to progress to Federal Highway Administration (FHWA) approval of transportation conformity. On December 23, 2014, the United States Court of Appeals vacated the attainment deadline of December 31 for the current ozone standard. As a result of this decision, the EPA and FHWA are apprehensive to grant any conformity determinations until further guidance is received. NCTCOG staff has transmitted questions to the EPA and FHWA to determine how long it may be before a decision is reached and what are the region's options so that Regional Transportation Council members can be updated about the impacts of the potential delay. Lastly, Mr. Klaus noted the EPA's requirement to periodically consider revision of the ozone standard. In November 2014, a proposed rule was released by the EPA indicating consideration of a new ozone standard of 65-70 parts per billion (ppb). The EPA is also accepting public comments for an ozone standard as low as 60 ppb. He noted a lower ozone standard could become effective as soon as December 1, 2015. A motion was made to approve NCTCOG staff to transmit comments to the TCEQ regarding its recommendation: 1) to replace older on-road emission inventories with the newer NCTCOG-prepared on-road emission inventories and 2) to retain incorporation of NCTCOG's qualitative list of local initiatives that will provide additional air quality benefits and further reduce precursors to ground-level ozone formation. Jungus Jordan (M); John Monaco (S). The motion passed unanimously.

6. **Regional Transportation Council Conflict of Interest Procedure:** Ken Kirkpatrick presented a proposal to formalize the Regional Transportation Council (RTC) conflict of interest procedures. 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. Local Government Code Chapter 171 defines substantial interest, requires the filing of an affidavit with the official record keeper, and requires abstention of voting on any matter where there is substantial interest. Texas Transportation Code Section 472.034 specifically addresses standards of conduct that apply to policy board members and employees of metropolitan planning organizations. Mr. Kirkpatrick highlighted how to determine whether a conflict exists and discussed the definition of substantial interest. Details were provided in Reference Item 6.1 and included the proposed formalized RTC Conflict of Interest Procedure. If a conflict exists, members should complete and have notarized a Conflict of Interest Affidavit, provided in Reference Item 6.2, to be filed with the RTC record keeper. Members were encouraged to consult with RTC Legal Counsel concerning potential conflict of interest questions prior to completing the affidavit. Once received, staff will notify the RTC Chair of the filing of an affidavit and abstention. The RTC member must abstain from any discussion, vote, or decision on the item and leave the meeting room prior to discussion and vote on the item. The minutes of the RTC meeting will reflect the filing of the affidavit, abstention, and time the member left and returned to the meeting. Bernice J. Washington asked if the proposed form was specifically for RTC items and if members who have left meetings in the past were fulfilling requirements of their respective entities or RTC requirements. Staff noted that members who have left meetings in the past were likely complying with their own entities requirements as well as RTC's requirements. The proposal presented is an effort to formalize the RTC process so that it is clear and uniform among members. It was also noted that the affidavit is specific to items of conflict that arise on the agenda. Mike Taylor asked if members representing a group of cities needed to be aware of other's conflicts. Mr. Kirkpatrick noted that the conflict is related to the member representing the group at the meeting. Duncan Webb asked if the statute requires that members indicate what type of interest is believed to be a conflict and if an interest in a blind trust impacts the submission. Mr. Kirkpatrick noted that based on the statute, members must declare the type of conflict. In addition, he noted that an interest in a blind trust does not likely impact the submission but that this could be discussed outside of the meeting. A motion was made to approve the Conflict of Interest Procedure outlined in Reference Item 6.1 and the use of the Conflict of Interest Affidavit as provided in Reference Item 6.2. Bernice J. Washington (M); Mike Taylor (S). The motion passed unanimously.
  
7. **Proposition 1 and Funding the Metropolitan Transportation Plan – Draft Listings:** Michael Morris presented the latest developments regarding Proposition 1 funds and draft project listings developed in partnership with the Texas Department of Transportation (TxDOT) Dallas and Fort Worth Districts. The Dallas-Fort Worth (DFW) region is anticipated to receive approximately \$367 million in year one, with approximately half of projects selected by the Regional Transportation Council (RTC) and half by the region's TxDOT districts. The Legislature is seeking innovative teamwork and focus on areas where citizens travel, so staff has partnered with the TxDOT Dallas and TxDOT Fort Worth Districts to pool funds for project selection and have also reached out to other Metropolitan Planning Organizations (MPOs) and TxDOT districts to demonstrate its interest is selecting projects that benefit the entire State. Proposition 1 will provide \$1.74 billion to the State Highway Fund in the first year. The Legislative Budget Board has responded favorably to the recommendation that 40 percent of the funds be allocated to MPOs, which resulted in additional funds being received by the region. Staff's recommendation will be that every

county should get a project in the first four years since every county voted in strong support of Proposition 1. As a result, staff will be looking at projects for a four-year period. Only one year of funds has been allocated, but it is important to consider future years in order to determine the best projects. To be conservative, staff has estimated approximately \$210 million for years two, three, and four. Mr. Morris highlighted the six guiding principles for Proposition 1 funding, specifically noting greater focus on the transportation system to create opportunities for statewide benefits. The focus areas include state requirements that projects be on the interstate highway system or state highway system, are traditional roadway projects (no transit, bicycle/pedestrian, or toll roads), are ready to let by December 2015, and that no supplanting of project funds will be allowed. Staff recommends that additional projects be identified in years two, three, and four and that all counties may receive a project by year four. TxDOT and the North Central Texas Council of Governments (NCTCOG) have inventoried potential projects and continue efforts to develop a draft project list. Mr. Morris noted that a subset of project listings may need to proceed prior to the February 12, 2015, RTC meeting and requested that members give NCTCOG staff authority to move these projects to letting if applicable in order to be strategic and receive competitive pricing. Projects selected in the first year must be environmentally cleared and consistent with the Metropolitan Transportation Plan. Staff will be sensitive to existing projects with funding shortfalls with greater focus on capacity rather than maintenance. Mr. Morris also discussed equity by county, noting that the east/west equity allocation will be maintained across the four years and that there will be sensitivity to equitable distribution between counties across the four-year period. Mr. Morris highlighted anticipated near-term partnerships to move ahead with the SH 360/IH 30 Interchange in the west, the Southern Gateway (IH 35E and US 67), as well as the Proposition 1 Funding Program. The SH 360/IH 30 Interchange will have significant implications and will limit Proposition 1 funding for other projects in the western subregion in year one. It may also require some financial partnership with RTC and TxDOT Headquarters. Conversations will continue regarding this effort. Parallel to Proposition 1 funding efforts is the funding of the Southern Gateway project in the eastern subregion. Additional details will be presented regarding the Southern Gateway at a future meeting. Reference Item 7, provided at the meeting, contained a draft listing of proposed projects separated by district and county. Details included whether the funding was for capacity or maintenance, project limits, total cost, proposed Proposition 1 funding amounts, anticipated environmental clearance and let dates, and other comments. Members were asked to review the draft listing and provide comments. Matthew Marchant noted that he agreed that all counties should receive funding, but that it was important that proposed projects address the congestion areas in which all citizens are driving because it impacts everyone. Mr. Morris reminded members that approximately half of the funds are selected by the MPO and half by TxDOT, who also has a need to fund maintenance and safety projects.

8. **Public Participation Plan Revisions:** Amanda Wilson presented proposed updates to the Public Participation Plan that documents how the North Central Texas Council of Governments (NCTCOG) Transportation Department informs and gathers input from North Texans and includes as attachments the Language Assistant Plan and the policy for making modifications to the Transportation Improvement Program (TIP). Federal regulations outline the basic requirements for public involvement, but NCTCOG seeks to go beyond the requirements. Revisions were proposed in the fall and presented at public meetings in September. A draft of the document was provided in Electronic Item 8.1 and available at [www.nctcog.org/meetings](http://www.nctcog.org/meetings) for review and comment through February 11. The Public Participation Plan was last updated in March 2010, provided in Electronic Item 8.2. Since that time, many changing communications trends have been observed and staff has

identified new and more effective ways to reach and engage the public. Proposed revisions maintain transparency while public participation continues to be a priority for all plans, programs, and policies. The revisions provide greater emphasis on aligning outreach and public input opportunities to the significance of the milestones or outcomes under consideration. Ms. Wilson noted that proposed revisions were consistent with a public input survey conducted earlier in 2014 and public meetings that were held in June and September, as well as the most recent federal certification review. A variety of formats to allow public engagement will continue, including traditional public meetings, media, and community events. Recent efforts to improve outreach were highlighted such as adding Google Translate to the Web site, expanding media lists to include community news sources and additional minority publications, and using more visuals and infographics. Upcoming efforts will include stakeholder interviews to expand connections and increase understanding of audiences throughout the region, new formats and opportunities to provide input such as telephone town halls, and consideration of a more comprehensive schedule of public meetings. Staff will also focus on making public involvement more efficient and effective and propose to use more video and online strategies such as shifting to online public review and comment opportunities for routine items such as Unified Planning Work Program modifications and quarterly TIP modifications. This will allow staff to reserve public meetings for development of plans, programs, and policies, as well as other significant changes. Staff will continue to announce all public input opportunities and offer printed copies of materials if requested. The 30-day public review and comment period will also continue. Proposed revisions outline a process to make administrative changes to the long-range transportation plan similar to administrative amendments to the TIP. Finally, through the revision staff would like to clearly define public involvement for ongoing efforts such as publishing the annual listing of projects and the Federal Transit Administration program of projects. In addition, the Language Assistant Plan is proposed to include revisions to incorporate updated demographic information and connect communications and outreach efforts with evaluation criteria. Ms. Wilson reminded members that comments would be accepted on the draft Public Participation Plan through February 11 and action requested at the February 12, 2015, Regional Transportation Council meeting. Matthew Marchant asked if staff had considered establishing a centralized, consistent location for public meetings. Ms. Wilson noted that the proposed Public Participation Plan was not intended to be that specific, but that the strategy was a good suggestion that staff can put into place.

9. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 9.1, Surface Transportation Technical Committee meeting attendance and minutes were provided in Electronic Item 9.2, and the current Local Motion was provided in Electronic Item 9.3.
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, February 12, 2015, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:30 pm.

# High Occupancy Vehicle/Managed Use Lane Pooled Fund Study

Regional Transportation Council  
February 12, 2015

*Dan Lamers, P.E.*  
*Senior Program Manager*



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

# High Occupancy Vehicle/Managed Use Lane Pooled Fund Study

## *National-Level Research*

The HOV/Managed Use Lane Pooled Fund Study is administered through the Federal Highway Administration and provides a way for public agencies and other Stakeholder organizations to combine resources and achieve common research goals

### Current Member Agencies

Caltrans  
Florida DOT  
Georgia DOT  
Massachusetts DOT  
Minnesota DOT  
New York State DOT  
Tennessee DOT  
Virginia DOT  
Washington State DOT

### Potential New Members

NCTCOG  
MTC (San Francisco Bay Area)



# High Occupancy Vehicle/Managed Use Lane Pooled Fund Study

## *Recently Funded Projects and Future Initiatives*

### *Recent Research Projects that have been Completed*

- Design and operations elements of dynamic shoulder use
- Synthesis of current dynamic pricing schemes in the United States

### *Research Projects Currently Underway*

- Best Practices for signing on a multi-segment managed lanes network
- Best Practices for toll pricing on multi-segment managed lanes network
- Marketing to the public and political stakeholders

### *Future Research Initiatives*

- HOV/Managed Use Lane system program and policy issues
- Performance monitoring, evaluation, and reporting
- Enforcement and traffic incident management



# High Occupancy Vehicle/Managed Use Lane Pooled Fund Study

## *NCTCOG Funding and Requested Action*

### *Proposed Funding*

- Utilize \$60,000 of local funds from existing project: Congestion Management Operations – Managed Lane Technology
- Funding to be spread out over 3 or 4 years

### *Requested Action*

- Endorse NCTCOG membership in Pooled Fund Study
- Modify UPWP to include reference to Pooled Fund Study



- [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
<a href="#">AirCheckTexas Drive a Clean Machine Program</a>	Open							X			PC
<a href="#">Drayage Loan Program</a>	FCFS		X			X					PV
<a href="#">Federal and State Incentives and Laws (Including Tax Credits)</a>	Open	X	X	X	X		X	X	X		PV
<a href="#">Light-Duty Motor Vehicle Purchase or Lease Incentive (LDLPI) Program</a>	FCFS until 06/26/15							X	X		PB, PV, PC
<a href="#">NEW North Central Texas Clean School Bus Program 2015 Call for Projects (CFP)</a>	03/13/15	X									PB, PV
<a href="#">Propane Vehicle Incentives for Texas</a>	FCFS	X	X		X	X		X	X		PB, PV
<a href="#">Texas Natural Gas Vehicle Grant Program</a>	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](mailto:AQgrants@nctcog.org).

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

North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888

Main Operator: (817) 640-3300 | Fax: (817) 640-7806

## AirCheckTexas Drive a Clean Machine Program North Central Texas Region

### VEHICLE REPAIR ASSISTANCE APPLICATIONS

#### **THE PROGRAM CONTINUES TO ACCEPT REPAIR APPLICATIONS.**

Applications may be submitted by fax or mail and will be processed in the order they are received. Repair applications are processed and response letters are mailed at least **10** business days or less after the date received. North Central Texas Council of Governments is not able to assist walk-ins because of limited resources.

### REPLACEMENT ASSISTANCE APPLICATIONS [COMING SOON]

The program is **not** accepting replacement applications at this time. Please check back on Monday, February 9, 2015, for program updates.

**Enough applications were received to exhaust the available funds.** The program will resume replacement assistance for a limited period in 2015, however, an exact date has not been determined and you will need to apply at that time if you wish to be considered for replacement assistance.

### VEHICLE REPAIR ASSISTANCE

The AirCheckTexas Drive a Clean Machine Program is designed to help vehicle owners comply with vehicle emissions standards by offering financial incentives to repair vehicles, and allows local residents to contribute to the regional air quality solution.

If your vehicle is registered in Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, or Tarrant County and your vehicle has failed the state emissions inspection within the past 30 days, you may be eligible for a repair voucher up to \$600 toward emissions repair assistance. Please use the links to the right of this page for the income guidelines and vehicle requirements that apply for assistance.

### HOW TO APPLY FOR ASSISTANCE

Applications may be downloaded for repair assistance in English, Spanish or you may complete the online version. Please use the links to the right of this page under **APPLICATIONS (How to Apply)**. Any version you select including the online application must be printed, signed, and submitted to our office for verification. Please mail or fax your application, supporting household income documentation\* **for all adults** and Vehicle Inspection Report to:

**Mail**  
AirCheckTexas Program  
P.O. Box 5888  
Arlington, TX 76005-5888

**Fax**  
817-608-2315

\*Income documentation may include the following copies:

- most recent income tax return or W2
- pay stubs for the last three consecutive months
- most recent disability or social security annual award letter
- written, signed statement of unemployment

Send any questions about the program to [airchecktexas@nctcog.org](mailto:airchecktexas@nctcog.org)  
Due to security reasons, **DO NOT** submit your application and income documentation via e-mail.

Frequently asked questions are available about the program and how to use a voucher.



[How to Apply](#) [YouTube Video]

[AirCheckTexas Q & A](#) [YouTube Video]

Currently we are processing:

**REPAIR applications are processed and response letters are mailed at least 10 business days or less from the date received.**

[PROGRAM REQUIREMENTS](#)

[APPLICATIONS](#)  
(How to Apply)

[VOUCHER RECIPIENTS](#)  
(Using a Voucher)

[AUTO DEALERS](#)

[REPAIR FACILITIES](#)

[RELATED LINKS](#)

## ADDITIONAL PROGRAM INFORMATION

### NOTE FOR VOUCHER RECIPIENTS:

For repair or replacement assistance, a voucher must be presented to a listed participating repair facility or dealership at the time of the emissions repairs or vehicle purchase. No reimbursements are allowed if emissions repairs or vehicle purchase are made prior to receiving a valid voucher or used at a non-participating facility. The replacement vehicle purchased must follow these [requirements](#). These details are included in the replacement voucher envelope.

For more information about the AirCheckTexas Drive a Clean Machine Program, please use the links to the right of this page.

You may contact our office at **1-800-898-9103**.

**As Regional Administrator for the AirCheckTexas Program, the North Central Texas Council of Governments is subject to the Texas Public Information Act. Therefore, some participant information is considered public information and may be disclosed in response to Public Information Act requests.**

6/17/14MG

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



North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888

Main Operator: (817) 640-3300 | Fax: (817) 640-7806



January 30, 2015

Mr. Al Alonzi  
Division Administrator  
Federal Highway Administration  
300 East Eight Street, Room 826  
Austin, Texas 78701

Attention: Ms. Barbara Maley

Dear Mr. Alonzi:

The Texas Department of Transportation (TXDOT) has reviewed the final Transportation Conformity determination for the Mobility 2035: The Metropolitan Transportation Plan (MTP) - 2014 Amendment and the 2015 – 2018 Transportation Improvement Program (TIP).

The North Central Texas Council of Governments serves as the metropolitan planning organization for the Dallas – Fort Worth – Arlington, Lewisville-Denton and McKinney urbanized areas acting through the Regional Transportation Council. The Metropolitan Planning Organization (MPO) along with TXDOT, reviewed, discussed and submitted responses to comments received from the Federal Highway Administration (FHWA) during the conformity review process.

Based on the information received through the review process; TXDOT in cooperation with the consultative partners has determined that the requirements for the plan amendment and TIP have been met and find that transportation conformity has been demonstrated, pending concurrence from the Texas Commission on Environmental Quality.

If you have any questions or need additional information please contact me (512) 486-5024.

Sincerely,

James W. Koch, P.E.  
Director, Transportation Planning and Programming

cc: Michael Morris, North Central Texas Council of Governments  
Jeff Riley, U.S. Environmental Protection Agency, Region 6  
Robert C. Patrick, Federal Transit Administration, Region 6  
Jamie Zech, Texas Commission on Environmental Quality  
Marc D. Williams, P.E., Director of Planning, TXDOT  
Carlos Swonke, Director, Environmental Affairs Division, TXDOT  
Brian Barth, P.E., District Engineer, Fort Worth District, TXDOT  
Kelly Selman, P.E., District Engineer, Dallas District, TXDOT  
Peggy Thurin, P.E., Transportation Planning & Programming Division, TXDOT  
Timoteo "Tim" Juarez, Jr., Transportation Planning & Programming Division, TXDOT

**OUR GOALS**

MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY  
*An Equal Opportunity Employer*

**TEXAS TRANSPORTATION COMMISSION**

VARIOUS Counties

**MINUTE ORDER**

Page 1 of 1

VARIOUS Districts

Transportation Code, §545.352 establishes prima facie reasonable and prudent speed limits for various categories of public roads, streets and highways.

Transportation Code, §545.353 empowers the Texas Transportation Commission (commission) to alter those prima facie limits on any part of the state highway system as determined from the results of an engineering and traffic investigation conducted according to the procedures adopted by the commission.

The Texas Department of Transportation (department) has conducted the prescribed engineering and traffic investigations to determine reasonable and safe prima facie maximum speed limits for those segments of the state highway system shown in Exhibits A and B.

Exhibit A lists construction speed zones in effect when signs are displayed within construction projects. The completion and/or acceptance of each project shall cancel the provision of this minute order applying to said project and any remaining construction speed zone signs shall be removed.

Exhibit B lists speed zones for sections of highways where engineering and traffic investigations justify the need to alter the speeds.

It has also been determined that the speed limits on the segments of the state highway system, previously established by the commission by minute order and listed in Exhibit C, are no longer necessary or have been incorporated by the city which has the authority to set the speed limits on these sections of the highway.

The department, in consultation with the Texas Commission on Environmental Quality, has also determined that the environmental speed limits on the segments of highways established by Minute Order 108409, dated January 25, 2001, Minute Order 108438, dated February 22, 2001 and Minute Order 108876, dated April 25, 2002 and listed in Exhibit D, are no longer necessary.

IT IS THEREFORE ORDERED by the commission that the reasonable and safe prima facie maximum speed limits determined in accordance with the department's "Procedures for Establishing Speed Zones" and shown on the attached Exhibits A and B are declared as tabulated in those exhibits. The executive director is directed to implement this order for control and enforcement purposes by the erection of appropriate signs showing the prima facie maximum speed limits.

IT IS FURTHER ORDERED that a provision of any prior order by the commission which is in conflict with a provision of this order is superseded to the extent of that conflict, and that the portions of minute orders establishing speed zones shown on the attached Exhibits C and D are canceled.

Submitted and reviewed by:

*Candice R. Brandon, P.E.*

Director, Traffic Operations Division

Recommended by:

*[Signature]*

Executive Director

114203 JAN 29 15

Minute

Date

# CONSTRUCTION SPEED ZONES

County (City)	Highway Control Section Project	Limits MP-Milepoint		Length (Miles)	Const. Speed (MPH)
		BEGIN	END		
<b>Amarillo District</b>					
Gray	SH 152 397-1 STP 2015 (472)	MP 10.425	MP 28.160	17.735	65
Hemphill	US 83 30-5 STP 2015 (471)	MP 7.267	MP 13.254	5.987	65
Lipscomb	US 83 30-4 STP 2015 (471)	MP 0.000	MP 3.658	3.658	65
<b>Brownwood District</b>					
Comanche	SH 36 183-1 STP 2015(486)	MP 15.766	MP 22.280	6.514	65
<b>Corpus Christi District</b>					
Kleberg	SH 285 102-6 STP 2015(495)	MP 0.014	MP 11.494	11.480	55 ( Unpaved Surface )
<b>Houston District</b>					
Galveston	IH 45 500-4 NH 2015(694)	MP 0.311	MP 0.567	0.256	55
<b>Laredo District</b>					
Kinney	US 90 23-4 6270-21-001	MP 19.710	MP 20.940	1.230	60
Kinney	US 90 23-4 6256-54-001	MP 27.918	MP 29.944	2.026	60

# CONSTRUCTION SPEED ZONES

County (City)	Highway Control Section Project	Limits MP-Milepoint		Length (Miles)	Const. Speed (MPH)
		BEGIN	END		
<b>Lubbock District</b>					
Terry	US 82 297-3 STP 2015 (637)	MP 0.000	MP 16.722	16.722	65
Yoakum	US 82 297-2 STP 2015 (637)	MP 15.872	MP 28.655	12.783	65
Yoakum	US 82 1253-1 STP 2015 (636)	MP 0.000	MP 14.966	14.966	65
Yoakum	US 380 297-1 STP 2015 (636)	MP 0.000	MP 14.552	14.552	65
<b>San Antonio District</b>					
Bexar (Converse)	FM 78 25-9 STP 2015(580)HES	MP 18.568	MP 18.640	0.072	45
Bexar (Universal City)	FM 78 25-9 STP 2015(580)HES	MP 18.640	MP 18.674	0.034	45
<b>Waco District</b>					
Bell	FM 436 231-16 BR 2013 (589)	MP 15.549	MP 15.749	0.200	55
Bell	FM 436 231-16 BR 2013 (589)	MP 15.749	MP 16.283	0.534	45

# CONSTRUCTION SPEED ZONES

County (City)	Highway Control Section Project	Limits MP-Milepoint		Length (Miles)	Const. Speed (MPH)
		BEGIN	END		
<b>Waco District</b>					
Hamilton	SH 36 183-2 STP 2015(486)	MP 0.000	MP 0.663	0.663	65
<b>Wichita Falls District</b>					
Throckmorton	US 283 125-3 RMC 6278-70-001	MP 31.910	MP 32.110	0.200	65
Throckmorton	US 283 125-3 RMC 6278-70-001	MP 32.110	MP 34.106	1.996	55 ( Unpaved Surface )
Throckmorton	US 283 125-3 RMC 6278-70-001	MP 34.106	MP 34.306	0.200	65

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b>Abilene District</b>						
Haskell	FM 617 982-1	MP 20.300	MP 30.486	10.186	60 (Emergency)	
Howard	FM 846 1872-1	MP 6.499	MP 12.154	5.655	65 (Emergency)	
Howard	FM 2183 2328-1	MP 1.000	MP 3.414	2.414	60 (Emergency)	
Jones	FM 126 733-1	MP 0.000	MP 8.269	8.269	60 (Emergency)	
Jones	FM 605 975-1	MP 10.914	MP 13.900	2.986	65 (Emergency)	
Jones (Hawley)	FM 605 975-1	MP 13.900	MP 14.132	0.232	65 (Emergency)	
Jones	FM 2660 2647-1	MP 0.000	MP 4.477	4.477	60 (Emergency)	
Kent	FM 2320 1248-3	MP 10.546	MP 19.960	9.414	60 (Emergency)	
Mitchell	FM 1229 1362-2	MP 15.681	MP 19.445	3.764	65 (Emergency)	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b>Abilene District</b>						
Nolan	FM 608 2379-2	MP 0.000	MP 4.549	4.549	60 (Emergency)	
Scurry	FM 1142 2260-2	MP 0.000	MP 10.209	10.209	60 (Emergency)	
Shackelford	FM 576 1031-4	MP 6.600	MP 15.609	9.009	60 (Emergency)	
Shackelford	FM 576 1031-5	MP 5.000	MP 13.997	8.997	60 (Emergency)	
<b>Beaumont District</b>						
Newton	FM 2991 3042-1	MP 0.000	MP 4.990	4.990	65	
Orange	FM 105 710-2	MP 5.653	MP 6.251	0.598	50	
<b>Brownwood District</b>						
Brown	FM 218 1596-1	MP 1.000	MP 2.902	1.902	55 (Emergency)	
Brown	FM 583 1033-2	MP 0.000	MP 11.353	11.353	60 (Emergency)	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b><i>Brownwood District</i></b>						
Brown	FM 585 1035-1	MP 0.000	MP 10.560	10.560	65 (Emergency)	
Brown	FM 1849 1777-3	MP 0.000	MP 4.113	4.113	60 (Emergency)	
Brown	FM 2492 1777-4	MP 0.000	MP 4.697	4.697	55 (Emergency)	
Brown	FM 2632 2570-1	MP 1.602	MP 5.727	4.125	60 (Emergency)	
Coleman	FM 568 636-2	MP 0.000	MP 10.854	10.854	60 (Emergency)	
Coleman	FM 702 54-14	MP 0.000	MP 1.693	1.693	60 (Emergency)	
Coleman	FM 702 54-14	MP 2.568	MP 4.491	1.923	60 (Emergency)	
Coleman	FM 1026 1104-1	MP 0.563	MP 12.107	11.540	60 (Emergency)	
Coleman	FM 1026 1104-2	MP 12.146	MP 24.955	12.809	60 (Emergency)	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b><i>Brownwood District</i></b>						
Coleman	FM 2132 2015-1	MP 0.000	MP 8.255	8.255	60 (Emergency)	
Comanche	FM 1477 1366-1	MP 0.000	MP 5.732	5.732	55 (Emergency)	
Eastland	FM 1852 1781-2	MP 0.000	MP 3.155	3.155	55 (Emergency)	
Lampasas	FM 2527 2285-2	MP 0.000	MP 5.857	5.857	55 (Emergency)	
Mills	FM 218 1596-2	MP 0.000	MP 15.152	15.152	60 (Emergency)	
Mills	FM 2005 1030-1	MP 1.000	MP 5.662	4.662	60 (Emergency)	
Mills	FM 2005 1927-1	MP 0.000	MP 9.213	9.213	60 (Emergency)	
San Saba	FM 500 231-13	MP 0.000	MP 22.279	22.279	55 (Emergency)	
Stephens	FM 207 776-1	MP 0.000	MP 6.814	6.814	55 (Emergency)	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b><i>Brownwood District</i></b>						
Stephens	FM 1852 1781-1	MP 0.114	MP 11.749	11.635	55 (Emergency)	
<b><i>Bryan District</i></b>						
Burleson	SH 21 116-2	MP 0.000	MP 9.336	9.336	75	
Burleson	SH 21 116-2	MP 9.536	MP 10.186	0.650	55	
Walker	SH 30 109-12	MP 33.014	MP 33.295	0.281	55	
Walker	SH 30 212-2	MP 13.135	MP 15.458	2.323	60	
Walker	SH 30 212-2	MP 13.383	MP 13.583	0.200	50 (School Zone)	
Walker	SH 30 212-2	MP 13.583	MP 13.792	0.209	35 (School Zone)	
Walker	SH 30 212-2	MP 13.792	MP 14.197	0.405	50 (School Zone)	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b>Corpus Christi District</b>						
Bee	FM 673 1063-1	MP 1.830	MP 8.079	6.249	60 (Emergency)	
Bee	FM 673 1063-1	MP 17.718	MP 24.148	6.430	60 (Emergency)	
Bee	FM 673 1063-1	MP 24.148	MP 24.871	0.723	45 (Emergency)	
Bee	FM 1349 1207-3	MP 0.000	MP 8.296	8.296	55 (Emergency)	
Bee	FM 2824 2884-1	MP 0.000	MP 6.149	6.149	55 (Emergency)	
Goliad	FM 884 1196-2	MP 0.000	MP 5.826	5.826	55 (Emergency)	
Goliad	FM 1351 3279-1	MP 0.000	MP 10.601	10.601	55 (Emergency)	
Goliad	FM 1961 1843-1	MP 0.000	MP 3.150	3.150	55 (Emergency)	
Goliad	FM 1961 1843-1	MP 10.000	MP 18.977	8.977	55 (Emergency)	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b>Corpus Christi District</b>						
Jim Wells	FM 735 383-2	MP 0.000	MP 2.513	2.513	60 (Emergency)	
Jim Wells	FM 735 383-2	MP 2.513	MP 2.713	0.200	45 (Emergency)	
Jim Wells (Palito Blanco, uninc.)	FM 735 383-2	MP 2.713	MP 3.046	0.333	40 (Emergency)	
Jim Wells (Palito Blanco, uninc.)	FM 735 383-2	MP 3.046	MP 3.740	0.694	30 (Emergency)	
Karnes	FM 885 1204-1	MP 1.611	MP 4.358	2.747	50 (Emergency)	
Kleberg	FM 772 1114-2	MP 0.000	MP 4.087	4.087	55 (Emergency)	
Live Oak	FM 888 1207-2	MP 0.108	MP 5.391	5.283	55 (Emergency)	
Live Oak	FM 888 1207-2	MP 5.391	MP 7.164	1.773	45 (Emergency)	
Live Oak	FM 1042 1553-1	MP 2.174	MP 4.642	2.468	55 (Emergency)	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b>Corpus Christi District</b>						
Nueces	FM 70 1558-1	MP 1.145	MP 9.972	8.827	55 (Emergency)	
Nueces	FM 666 1052-1	MP 14.138	MP 16.902	2.764	55 (Emergency)	
Nueces	FM 2826 2886-2	MP 0.000	MP 11.944	9.714	60 (Emergency)	
Refugio	FM 2040 350-3	MP 0.000	MP 5.535	5.535	55 (Emergency)	
Refugio	SH 239 350-1	MP 0.000	MP 3.893	3.893	65 (Emergency)	
Refugio	SH 239 350-1	MP 3.893	MP 4.093	0.200	50 (Emergency)	
San Patricio	FM 1068 2521-1	MP 0.879	MP 3.184	2.305	55 (Emergency)	
San Patricio	FM 1068 2521-1	MP 3.184	MP 3.487	0.303	45 (Emergency)	
<b>Dallas District</b>						
Collin (Anna)	US 75 47-14	MP 3.003	MP 5.189	2.186	70	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b><i>Dallas District</i></b>						
Collin (Melissa)	US 75 47-14	MP 5.689	MP 10.004	4.315	70	
Collin (McKinney)	US 75 47-14	MP 10.232	MP 15.772	5.540	70	
Dallas (Balch Springs)	IH 20 95-13	MP 0.000	MP 3.175	3.175	70	
Dallas (Mesquite)	IH 20 95-13	MP 3.175	MP 6.415	3.240	70	
Dallas (Dallas)	IH 20 2374-3	MP 13.341	MP 14.330	0.989	70	
Dallas (Lancaster)	IH 20 2374-3	MP 14.330	MP 15.880	1.550	70	
Dallas (Dallas)	IH 20 2374-3	MP 15.880	MP 19.955	4.075	70	
Dallas (Hutchins)	IH 20 2374-3	MP 19.955	MP 21.768	1.813	70	
Dallas (Dallas)	IH 20 2374-3	MP 21.768	MP 25.619	3.851	70	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b><i>Dallas District</i></b>						
Dallas (Balch Springs)	IH 20 2374-3	MP 25.619	MP 26.218	0.599	70	
Dallas (Grand Prairie)	IH 20 2374-4	MP 1.000	MP 3.998	2.998	70	
Dallas (Dallas)	IH 20 2374-4	MP 3.998	MP 7.468	3.470	70	
Dallas (Duncanville)	IH 20 2374-4	MP 7.468	MP 9.583	2.115	70	
Dallas (Dallas)	IH 20 2374-4	MP 9.583	MP 13.270	3.687	70	
Dallas (Dallas)	IH 30 9-11	MP 5.562	MP 11.362	5.800	65	
Dallas (Mesquite)	IH 30 9-11	MP 21.354	MP 25.884	4.530	65	
Dallas (Garland)	IH 30 9-11	MP 25.884	MP 30.533	4.649	65	
Dallas	IH 30 9-11	MP 30.533	MP 31.918	1.385	65	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b>Dallas District</b>						
Dallas (Glenn Heights)	IH 35 E 442-2	MP 0.000	MP 1.483	1.483	65	
Dallas (Desoto)	IH 35 E WML 442-2	MP 1.483	MP 5.773	4.290	65	
Dallas (Lancaster)	IH 35 E EML 442-2	MP 1.483	MP 6.500	5.017	65	
Dallas (Dallas)	IH 35 E WML 442-2	MP 5.773	MP 6.500	0.727	65	
Dallas (Dallas)	IH 35 E 442-2	MP 6.500	MP 15.854	9.354	65	
Dallas	IH 45 92-2	MP 0.000	MP 2.359	2.359	65	
Dallas (Wilmer)	IH 45 92-2	MP 2.359	MP 5.620	3.261	65	
Dallas (Hutchins)	IH 45 92-2	MP 5.620	MP 8.429	2.809	65	
Dallas (Garland)	IH 635 2374-1	MP 0.000	MP 0.968	0.968	70	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b>Dallas District</b>						
Dallas (Dallas)	IH 635 2374-1	MP 0.968	MP 8.723	7.755	70	
Dallas (Dallas)	IH 635 2374-1	MP 8.723	MP 9.108	0.385	60	
Dallas (Balch Springs)	IH 635 2374-2	MP 0.122	MP 3.297	3.175	70	
Dallas (Mesquite)	IH 635 2374-2	MP 3.297	MP 10.479	7.182	70	
Dallas (Garland)	IH 635 2374-2	MP 10.479	MP 13.498	3.019	70	
Dallas (Dallas)	US 67 261-3	MP 0.000	MP 5.394	5.394	65	
Dallas (Richardson)	US 75 47-7	MP 0.000	MP 3.730	3.730	70	
Dallas (Dallas)	US 75 47-7	MP 3.730	MP 10.112	6.382	70	
Dallas (University Park)	US 75 47-7	MP 10.112	MP 10.605	0.493	70	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b><i>Dallas District</i></b>						
Dallas (Dallas)	US 75 47-7	MP 10.605	MP 14.462	3.857	70	
Dallas (Dallas)	US 175 197-2	MP 0.000	MP 6.499	6.499	65	
Dallas (Dallas)	US 175 197-2	MP 6.499	MP 8.269	1.770	70	
Dallas (Balch Springs)	US 175 197-2	MP 8.269	MP 8.759	0.490	70	
Dallas (Dallas)	US 175 197-2	MP 8.759	MP 11.581	2.822	70	
Dallas (Seagoville)	US 175 197-2	MP 11.581	MP 15.860	4.279	70	
Denton (Denton)	IH 35 195-2	MP 0.000	MP 1.204	1.204	70	
Denton (Denton)	IH 35 195-2	MP 1.204	MP 4.250	3.046	75	
Denton	IH 35 195-2	MP 4.250	MP 4.625	0.375	75	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b><i>Dallas District</i></b>						
Denton (Sanger)	IH 35 195-2	MP 4.625	MP 8.150	3.525	75	
Denton	IH 35 195-2	MP 8.150	MP 11.155	3.005	75	
Denton (Denton)	IH 35 195-3	MP 13.391	MP 17.210	3.819	70	
Denton (Fort Worth)	IH 35 W 81-13	MP 0.138	MP 2.520	2.382	70	
Denton (Northlake)	IH 35 W 81-13	MP 2.520	MP 7.424	4.904	70	
Denton (Argyle)	IH 35 W 81-13	MP 8.907	MP 11.226	2.319	70	
Denton (Denton)	IH 35 W 81-13	MP 11.226	MP 17.387	6.161	70	
Ellis (Waxahachie)	IH 35 E 48-4	MP 18.540	MP 29.460	10.920	70	
Ellis (Red Oak)	IH 35 E 48-4	MP 29.460	MP 29.592	0.132	70	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<i>Dallas District</i>						
Ellis	IH 35 E 48-8	MP 0.000	MP 1.093	1.093	75	
Ellis (Milford)	IH 35 E 48-8	MP 1.093	MP 2.555	1.462	75	
Ellis	IH 35 E 48-8	MP 2.555	MP 7.325	4.770	75	
Ellis (Italy)	IH 35 E 48-8	MP 7.325	MP 7.598	0.273	75	
Ellis	IH 35 E 48-8	MP 7.598	MP 17.730	10.132	75	
Ellis (Waxahachie)	IH 35 E 48-8	MP 18.325	MP 18.481	0.156	70	
Ellis (Red Oak)	IH 35 E 442-3	MP 29.912	MP 32.366	2.454	70	
Ellis (Ferris)	IH 45 92-3	MP 21.035	MP 23.422	2.387	70	
Ellis (Ennis)	IH 45 92-4	MP 7.810	MP 10.941	3.131	70	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b><i>Dallas District</i></b>						
Ellis (Palmer)	IH 45 92-4	MP 14.356	MP 15.573		1.217	70
Ellis (Alma)	IH 45 92-5	MP 1.704	MP 3.728		2.024	70
Ellis (Ennis)	IH 45 92-5	MP 3.728	MP 7.810		4.082	70
Ellis (Midlothian)	US 67 260-2	MP 0.000	MP 3.612		3.612	70
Ellis (Venus)	US 67 260-2	MP 3.612	MP 5.675		2.063	60
Ellis (Cedar Hill)	US 67 261-1	MP 0.500	MP 1.388		0.888	70
Ellis (Midlothian)	US 67 261-1	MP 1.388	MP 5.625		4.237	70
Kaufman (Mesquite)	IH 20 95-14	MP 0.000	MP 3.726		3.726	70
Kaufman (Mesquite)	IH 20 95-14	MP 4.411	MP 4.918		0.507	70

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<i>Dallas District</i>						
Kaufman (Talty)	IH 20 95-14	MP 6.259	MP 7.670	1.411	70	
Kaufman (Terrell)	IH 20 95-14	MP 11.679	MP 12.895	1.216	70	
Kaufman (Terrell)	IH 20 495-1	MP 4.369	MP 7.107	2.738	75	
Kaufman	IH 20 495-1	MP 7.107	MP 18.413	11.306	75	
Kaufman (Terrell)	SS 557 495-1	MP 0.934	MP 4.369	3.435	70	
Kaufman (Forney)	US 80 95-3	MP 1.713	MP 5.330	3.617	70	
Kaufman (Forney)	US 80 95-4	MP 0.000	MP 2.317	2.317	70	
Kaufman (Seagoville)	US 175 197-3	MP 11.000	MP 11.059	0.059	70	
Kaufman (Crandall)	US 175 197-3	MP 13.363	MP 17.192	3.829	70	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b><i>Dallas District</i></b>						
Kaufman (Kaufman)	US 175 197-3	MP 18.660	MP 20.857	2.197	70	
Kaufman (Kaufman)	US 175 197-4	MP 1.000	MP 7.291	6.291	70	
Kaufman (Kemp)	US 175 197-5	MP 14.083	MP 18.274	4.191	70	
Kaufman (Mabank)	US 175 197-5	MP 20.255	MP 25.777	5.522	70	
Rockwall (Dallas)	IH 30 9-12	MP 1.000	MP 3.433	2.433	65	
Rockwall (Rockwall)	IH 30 9-12	MP 3.433	MP 6.145	2.712	65	
Rockwall (Rockwall)	IH 30 9-12	MP 6.145	MP 7.988	1.843	70	
Rockwall (Fate)	IH 30 9-12	MP 7.988	MP 10.740	2.752	70	
Rockwall (Royse City)	IH 30 9-12	MP 11.230	MP 15.993	4.763	70	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b>Fort Worth District</b>						
Johnson	FM 4 712-1	MP 2.500	MP 3.830	1.330	60	
Johnson	FM 4 712-1	MP 4.497	MP 11.117	6.620	60	
Johnson	FM 3136 3207-1	MP 0.000	MP 3.045	3.045	60	
Johnson (Coyote Flats, uninc.)	FM 3136 3207-1	MP 3.045	MP 4.645	1.600	60	
Johnson	FM 3136 3207-1	MP 4.645	MP 5.224	0.579	60	
Johnson	FM 3136 3348-1	MP 5.224	MP 6.231	1.007	60	
Johnson (Keene)	FM 3136 3348-1	MP 6.231	MP 6.611	0.380	60	
Johnson	FM 3136 3348-1	MP 6.611	MP 8.306	1.695	60	
Johnson (Alvarado)	FM 3136 3348-1	MP 8.306	MP 10.372	2.066	60	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b>Fort Worth District</b>						
Johnson (Alvarado)	IH 35 W 14-3	MP 11.131	MP 13.587		2.456	70
Johnson (Burleson)	IH 35 W 14-3	MP 14.339	MP 22.982		8.643	70
Johnson (Alvarado)	IH 35 W 14-4	MP 7.959	MP 11.626		3.667	70
Johnson (Grandview)	IH 35 W 14-22	MP 0.785	MP 2.061		1.276	70
Johnson	SH 171 19-2	MP 2.818	MP 9.750		6.932	65
Johnson	SH 171 19-2	MP 9.750	MP 10.224		0.474	55
Johnson (Parker, uninc.)	SH 171 19-2	MP 10.224	MP 10.705		0.481	55
Johnson	SH 171 19-2	MP 10.705	MP 11.921		1.216	55
Johnson	SH 174 519-1	MP 2.527	MP 5.206		2.679	60

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b>Fort Worth District</b>						
Johnson	US 67 259-4	MP 0.000	MP 8.512	8.512	65	
Johnson (Alvarado)	US 67 259-5	MP 0.000	MP 0.883	0.883	60	
Johnson	US 67 259-5	MP 0.883	MP 1.971	1.088	60	
Johnson (Keene)	US 67 259-5	MP 1.971	MP 4.360	2.389	60	
Johnson (Venus)	US 67 260-1	MP 1.000	MP 1.709	0.709	60	
Johnson (Venus)	US 67 260-1	MP 2.563	MP 5.400	2.837	60	
Johnson (Alvarado)	US 67 260-1	MP 5.400	MP 8.160	2.760	60	
Johnson (Alvarado)	US 67 260-1	MP 10.125	MP 10.348	0.223	60	
Johnson (Cresson)	US 377 80-5	MP 1.000	MP 1.625	0.625	65	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b>Fort Worth District</b>						
Parker	FM 51 313-2	MP 5.471	MP 13.577		8.106	65
Parker (Hudson Oaks)	IH 20 8-3	MP 25.941	MP 26.635		0.694	70
Parker (Willow Park)	IH 20 8-3	MP 26.635	MP 29.561		2.926	70
Parker (Fort Worth)	IH 20 8-3	MP 31.594	MP 34.719		3.125	70
Parker (Weatherford)	IH 20 314-7	MP 15.948	MP 23.704		7.756	70
Parker (Hudson Oaks)	IH 20 314-7	MP 23.704	MP 25.940		2.236	70
Parker (Fort Worth)	IH 30 1068-5	MP 0.000	MP 1.202		1.202	70
Parker	SH 199 171-3	MP 1.000	MP 8.110		7.110	65
Parker (Springtown)	SH 199 171-3	MP 11.944	MP 13.622		1.678	60

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b>Fort Worth District</b>						
Parker	SH 199 171-3	MP 13.622	MP 15.310	1.688	60	
Parker (Reno)	SH 199 171-3	MP 15.310	MP 15.904	0.594	60	
Parker	SH 199 171-3	MP 15.904	MP 16.469	0.565	60	
Parker (Sanctuary)	SH 199 171-3	MP 16.469	MP 17.405	0.936	60	
Parker	SH 199 171-3	MP 17.405	MP 18.527	1.122	60	
Parker (Azle)	SH 199 171-3	MP 18.527	MP 19.503	0.976	60	
Parker	US 180 8-2	MP 4.517	MP 14.386	9.869	65	
Parker	US 377 80-6	MP 1.000	MP 3.726	2.726	65	
Parker (Cresson)	US 377 80-6	MP 3.726	MP 6.337	2.611	65	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b>Fort Worth District</b>						
Tarrant (Fort Worth)	IH 20 8-12	MP 4.630	MP 9.316	4.686	70	
Tarrant (Fort Worth)	IH 20 8-13	MP 9.312	MP 11.783	2.471	70	
Tarrant (Forest Hill)	IH 20 8-13	MP 11.783	MP 14.207	2.424	70	
Tarrant (Fort Worth)	IH 20 8-13	MP 14.207	MP 14.508	0.301	70	
Tarrant (Fort Worth)	IH 20 8-16	MP 0.962	MP 2.347	1.385	70	
Tarrant (Fort Worth)	IH 20 8-16	MP 5.585	MP 6.450	0.865	70	
Tarrant (Benbrook)	IH 20 8-16	MP 6.450	MP 8.649	2.199	70	
Tarrant (Fort Worth)	IH 20 8-16	MP 8.649	MP 10.372	1.723	70	
Tarrant (Fort Worth)	IH 20 2374-5	MP 1.000	MP 1.552	0.552	70	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b>Fort Worth District</b>						
Tarrant (Arlington)	IH 20 2374-5	MP 1.552	MP 11.892		10.340	70
Tarrant (Grand Prairie)	IH 20 2374-5	MP 11.892	MP 13.047		1.155	70
Tarrant (Fort Worth)	IH 30 1068-1	MP 9.975	MP 14.245		4.270	70
Tarrant (Fort Worth)	IH 30 1068-1	MP 14.245	MP 20.249		6.004	65
Tarrant (Burleson)	IH 35 W 14-2	MP 1.000	MP 2.136		1.136	70
Tarrant (Fort Worth)	IH 35 W 14-2	MP 2.136	MP 7.612		5.476	70
Tarrant (Fort Worth)	IH 35 W 14-16	MP 0.150	MP 16.910		16.760	70
Tarrant (Fort Worth)	IH 35 W 81-12	MP 0.000	MP 7.148		7.148	70
Tarrant (Fort Worth)	IH 820 8-14	MP 8.603	MP 11.009		2.406	65

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b>Fort Worth District</b>						
Tarrant (Lake Worth)	IH 820 8-14	MP 11.009	MP 12.150		1.141	65
Tarrant (Fort Worth)	IH 820 8-14	MP 12.150	MP 16.115		3.965	65
Tarrant (Saginaw)	IH 820 8-14	MP 16.115	MP 16.400		0.285	65
Tarrant (Fort Worth)	IH 820 8-14	MP 16.400	MP 19.470		3.070	65
Tarrant (Haltom City)	IH 820 8-14	MP 19.470	MP 20.993		1.523	65
Tarrant (Fort Worth)	IH 820 8-15	MP 1.000	MP 8.603		7.603	65
Tarrant (Grapevine)	SH 121 364-1	MP 9.212	MP 12.372		3.160	65
Tarrant (Euless)	SH 121 364-1	MP 12.372	MP 13.335		0.963	65
Tarrant (Bedford)	SH 121 364-1	MP 13.335	MP 15.344		2.009	65

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b>Fort Worth District</b>						
Tarrant (Fort Worth)	SH 360 2266-2	MP 6.954	MP 7.551	0.597	65	
Tarrant (Grand Prairie)	SH 360 2266-2	MP 7.551	MP 10.445	2.894	65	
Tarrant (Fort Worth)	US 81 14-15	MP 1.848	MP 3.794	1.946	70	
Tarrant (Fort Worth)	US 81 14-15	MP 16.499	MP 22.684	6.185	70	
Tarrant (Arlington)	US 287 172-9	MP 20.500	MP 25.292	4.792	70	
Tarrant (Mansfield)	US 287 172-9	MP 25.292	MP 30.715	5.423	70	
Tarrant (Fort Worth)	US 377 80-7	MP 7.872	MP 10.135	2.263	65	
Wise	FM 1655 1751-1	MP 2.000	MP 6.435	4.435	55	
<b>Lufkin District</b>						
Houston	FM 232 939-1	MP 0.000	MP 3.782	3.782	55	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b><i>Lufkin District</i></b>						
Houston	FM 232 939-1	MP 3.782	MP 8.148	4.366	50	
San Jacinto	FM 224 403-2	MP 0.000	MP 3.500	3.500	55	
San Jacinto	FM 224 403-2	MP 3.500	MP 7.743	4.243	50	
<b><i>Odessa District</i></b>						
Pecos	FM 1450 1639-2	MP 2.116	MP 12.772	10.656	65 (Emergency)	
Ward	RM 2355 2806-2	MP 10.002	MP 22.452	12.450	65 (Emergency)	
<b><i>Paris District</i></b>						
Red River	FM 410 1705-1	MP 0.000	MP 15.965	15.965	50 (Emergency)	
<b><i>San Angelo District</i></b>						
Runnels	FM 2132 2015-2	MP 0.000	MP 0.323	0.323	60 (Emergency)	
<b><i>San Antonio District</i></b>						
Kendall	FM 1621 2519-1	MP 0.058	MP 0.348	0.290	45	

# REGULAR SPEED ZONES

County (City)	Highway Control Section	Limits			Length (Miles)	Speed (MPH)
		BEGIN	MP-Milepoint	END		
<b><i>San Antonio District</i></b>						
Kendall	FM 1621 2519-1	MP 0.348	MP 4.653	4.305	60	
Kendall	FM 1621 2519-1	MP 4.653	MP 4.953	0.300	45	
McMullen (Tilden, uninc.)	SH 16 517-3	MP 13.768	MP 14.452	0.684	40	
McMullen	SH 16 517-3	MP 13.866	MP 14.333	0.467	30 (School Zone)	
McMullen	SH 16 517-3	MP 14.452	MP 14.652	0.200	55	
<b><i>Tyler District</i></b>						
Anderson	FM 861 1173-1	MP 0.621	MP 2.621	2.000	45 (Emergency)	
Anderson	FM 861 1173-1	MP 2.621	MP 2.861	0.240	50 (Emergency)	
Gregg (Longview)	SL 281 1763-2	MP 7.750	MP 7.985	0.235	45	
Gregg (Longview)	SL 281 2642-1	MP 0.000	MP 0.192	0.192	45	

# CANCELED SPEED ZONES

County (City)	Cancel That Portion of M.O. Number (Dated)	Highway Control-Section	Limits		Length (Miles)
			RM-Reference Marker ST- Station MP-Milepost/Milepoint <u>BEGIN</u>	<u>END</u>	
<b><i>Bryan District</i></b>					
Burleson	113277 (8/30/2012)	SH 21 116-2	MP 0.000	MP 9.870	9.870 MI
Walker	111960 (8/27/2009)	SH 30 109-12	MP 23.065	MP 23.295	0.230 MI
<b><i>Dallas District</i></b>					
Kaufman	106410 (11/30/1995)	US 80 95-4	MP 0.000	MP 4.950	4.950 MI
<b><i>Lufkin District</i></b>					
Nacogdoches	113309 (9/27/2012)	US 259 138-6	MP 0.000	MP 9.071	9.071 MI
<b><i>San Angelo District</i></b>					
Coke	113725 (9/26/2013)	FM 2333 2225-1	MP 0.000	MP 3.143	3.143 MI

# CANCELED ENVIRONMENTAL SPEED ZONES

County (City)	Cancel That Portion of M.O. Number (Dated)	Highway Control-Section	Limits		Length (Miles)
			RM-Reference Marker ST- Station MP-Milepost/Milepoint <u>BEGIN</u>	MP-Milepost/Milepoint <u>END</u>	
<i>Dallas District</i>					
Collin	108409 (1/25/2001)	US 75 47-14	MP 0.000	MP 15.799	15.799 MI
Dallas	108409 (1/25/2001)	IH 20 95-13	MP 0.000	MP 6.405	6.405 MI
Dallas	108409 (1/25/2001)	IH 20 2374-4	MP 1.000	MP 26.193	25.193 MI
Dallas	108409 (1/25/2001)	IH 30 9-11	MP 24.636	MP 32.124	7.488 MI
Dallas	108409 (1/25/2001)	IH 35 E 442-2	MP 0.000	MP 6.553	6.553 MI
Dallas	108409 (1/25/2001)	IH 45 92-2	MP 0.000	MP 9.064	9.064 MI
Dallas	108409 (1/25/2001)	IH 635 2374-1	MP 1.000	MP 9.108	8.108 MI
Dallas	108409 (1/25/2001)	IH 635 2374-2	MP 0.000	MP 6.910	6.910 MI
Dallas	108409 (1/25/2001)	US 67 261-3	MP 4.812	MP 5.394	0.582 MI

# CANCELED ENVIRONMENTAL SPEED ZONES

County (City)	Cancel That Portion of M.O. Number (Dated)	Highway Control-Section	Limits		Length (Miles)
			RM-Reference Marker ST- Station MP-Milepost/Milepoint <u>BEGIN</u>	MP-Milepost/Milepoint <u>END</u>	
<i>Dallas District</i>					
Dallas	108409 (1/25/2001)	US 67 261-3	MP 9.983	MP 18.807	8.824 MI
Dallas	108409 (1/25/2001)	US 75 47-7	MP 0.450	MP 5.249	4.799 MI
Dallas	108409 (1/25/2001)	US 175 197-2	MP 8.569	MP 15.86	7.291 MI
Denton	108409 (1/25/2001)	IH 35 195-2	MP 0.000	MP 11.155	11.155 MI
Denton	108409 (1/25/2001)	IH 35 195-3	MP 13.362	MP 17.21	3.848 MI
Denton	108409 (1/25/2001)	IH 35 W 81-13	MP 0.000	MP 17.321	17.321 MI
Ellis	108409 (1/25/2001)	IH 35 E 48-4	MP 18.540	MP 29.912	11.372 MI
Ellis	108409 (1/25/2001)	IH 35 E 48-5	MP 0.000	MP 18.540	18.540 MI
Ellis	108409 (1/25/2001)	IH 35 E 442-3	MP 29.912	MP 33.113	3.201 MI

# CANCELED ENVIRONMENTAL SPEED ZONES

County (City)	Cancel That Portion of M.O. Number (Dated)	Highway Control-Section	Limits		Length (Miles)
			RM-Reference Marker ST- Station MP-Milepost/Milepoint <u>BEGIN</u>	MP-Milepost/Milepoint <u>END</u>	
<i>Dallas District</i>					
Ellis	108409 (1/25/2001)	IH 45 92-3	MP 17.893	MP 23.421	5.528 MI
Ellis	108409 (1/25/2001)	IH 45 92-4	MP 7.810	MP 17.893	10.083 MI
Ellis	108409 (1/25/2001)	IH 45 92-5	MP 0.000	MP 7.81	7.810 MI
Ellis	108409 (1/25/2001)	US 67 260-2	MP 0.000	MP 2.000	2.000 MI
Ellis	108409 (1/25/2001)	US 67 261-1	MP 0.500	MP 5.811	5.311 MI
Kaufman	108409 (1/25/2001)	IH 20 95-14	MP 0.000	MP 12.930	12.930 MI
Kaufman	108409 (1/25/2001)	IH 20 495-1	MP 4.369	MP 18.415	14.046 MI
Kaufman	108409 (1/25/2001)	SP 557 495-1	MP 0.000	MP 4.369	4.369 MI
Kaufman	108409 (1/25/2001)	US 80 95-3	MP 0.000	MP 4.950	4.950 MI

# CANCELED ENVIRONMENTAL SPEED ZONES

County (City)	Cancel That Portion of M.O. Number (Dated)	Highway Control-Section	Limits		Length (Miles)
			RM-Reference Marker ST- Station MP-Milepost/Milepoint <u>BEGIN</u>	MP-Milepost/Milepoint <u>END</u>	
<b><i>Dallas District</i></b>					
Kaufman	108409 (1/25/2001)	US 80 95-3	MP 4.950	MP 7.170	2.220 MI
Kaufman	108409 (1/25/2001)	US 175 197-3	MP 11.000	MP 15.417	4.417 MI
Kaufman	108409 (1/25/2001)	US 175 197-3	MP 15.417	MP 20.856	5.439 MI
Kaufman	108409 (1/25/2001)	US 175 197-4	MP 1.000	MP 11.448	10.448 MI
Kaufman	108409 (1/25/2001)	US 175 197-5	MP 11.473	MP 26.377	14.904 MI
Rockwall	108409 (1/25/2001)	IH 30 9-12	MP 1.000	MP 5.645	4.645 MI
Rockwall	108409 (1/25/2001)	IH 30 9-12	MP 5.645	MP 16.010	10.365 MI
<b><i>Fort Worth District</i></b>					
Johnson	108409 (1/25/2001)	FM 4 712-1	MP 2.500	MP 3.830	1.330 MI

# CANCELED ENVIRONMENTAL SPEED ZONES

County (City)	Cancel That Portion of M.O. Number (Dated)	Highway Control-Section	Limits		Length (Miles)
			RM-Reference Marker ST- Station MP-Milepost/Milepoint <u>BEGIN</u>	MP-Milepost/Milepoint <u>END</u>	
<b>Fort Worth District</b>					
Johnson	108409 (1/25/2001)	FM 4 712-1	MP 4.497	MP 11.117	6.620 MI
Johnson	108409 (1/25/2001)	FM 3136 3207-1	MP 0.000	MP 5.224	5.224 MI
Johnson	108409 (1/25/2001)	FM 3136 3348-1	MP 5.224	MP 10.182	4.958 MI
Johnson	108409 (1/25/2001)	IH 35 W 14-3	MP 11.131	MP 23.142	12.011 MI
Johnson	108409 (1/25/2001)	IH 35 W 14-4	MP 2.894	MP 11.131	8.237 MI
Johnson	108409 (1/25/2001)	IH 35 W 14-22	MP 0.000	MP 2.894	2.894 MI
Johnson	108409 (1/25/2001)	SH 171 19-2	MP 2.818	MP 4.933	2.115 MI
Johnson	108409 (1/25/2001)	SH 171 19-2	MP 4.933	MP 9.750	4.817 MI
Johnson	108409 (1/25/2001)	SH 174 519-1	MP 2.527	MP 5.206	2.679 MI

# CANCELED ENVIRONMENTAL SPEED ZONES

County (City)	Cancel That Portion of M.O. Number (Dated)	Highway Control-Section	Limits		Length (Miles)
			RM-Reference Marker ST- Station MP-Milepost/Milepoint <u>BEGIN</u>	MP-Milepost/Milepoint <u>END</u>	
<b>Fort Worth District</b>					
Johnson	108409 (1/25/2001)	SH 174 519-1	MP 8.802	MP 9.862	1.060 MI
Johnson	108409 (1/25/2001)	US 67 259-4	MP 0.000	MP 8.512	8.512 MI
Johnson	108409 (1/25/2001)	US 67 259-5	MP 0.000	MP 4.36	4.360 MI
Johnson	108409 (1/25/2001)	US 67 260-1	MP 1.000	MP 1.709	0.709 MI
Johnson	108409 (1/25/2001)	US 67 260-1	MP 2.563	MP 8.160	5.597 MI
Johnson	108409 (1/25/2001)	US 67 260-1	MP 10.125	MP 10.343	0.218 MI
Johnson	108409 (1/25/2001)	US 377 80-5	MP 1.000	MP 1.355	0.355 MI
Parker	108409 (1/25/2001)	FM 51 313-2	MP 5.471	MP 13.716	8.245 MI
Parker	108409 (1/25/2001)	FM 51 313-2	MP 13.716	MP 17.163	3.447 MI

# CANCELED ENVIRONMENTAL SPEED ZONES

County (City)	Cancel That Portion of M.O. Number (Dated)	Highway Control-Section	Limits		Length (Miles)
			RM-Reference Marker ST- Station MP-Milepost/Milepoint <u>BEGIN</u>	MP-Milepost/Milepoint <u>END</u>	
<b>Fort Worth District</b>					
Parker	108409 (1/25/2001)	IH 20 8-3	MP 25.94	MP 34.719	8.779 MI
Parker	108409 (1/25/2001)	IH 20 314-1	MP 0.000	MP 11.887	11.887 MI
Parker	108409 (1/25/2001)	IH 20 314-7	MP 13.569	MP 25.940	12.371 MI
Parker	108409 (1/25/2001)	IH 30 1068-5	MP 0.000	MP 1.138	1.138 MI
Parker	108409 (1/25/2001)	SH 171 365-1	MP 6.400	MP 17.889	11.489 MI
Parker	108409 (1/25/2001)	SH 199 171-3	MP 1.000	MP 8.110	7.110 MI
Parker	108409 (1/25/2001)	SH 199 171-3	MP 11.944	MP 14.945	3.001 MI
Parker	108409 (1/25/2001)	SH 199 171-3	MP 15.904	MP 19.143	3.239 MI
Parker	108409 (1/25/2001)	US 180 8-2	MP 4.517	MP 14.258	9.741 MI

# CANCELED ENVIRONMENTAL SPEED ZONES

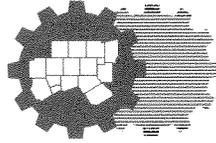
County (City)	Cancel That Portion of M.O. Number (Dated)	Highway Control-Section	Limits		Length (Miles)
			RM-Reference Marker ST- Station MP-Milepost/Milepoint <u>BEGIN</u>	<u>END</u>	
<b>Fort Worth District</b>					
Parker	108409 (1/25/2001)	US 377 80-6	MP 1.000	MP 6.337	5.337 MI
Tarrant	108409 (1/25/2001)	IH 20 8-12	MP 0.206	MP 9.316	9.110 MI
Tarrant	108409 (1/25/2001)	IH 20 8-13	MP 9.312	MP 14.508	5.196 MI
Tarrant	108409 (1/25/2001)	IH 20 8-16	MP 0.962	MP 5.278	4.316 MI
Tarrant	108409 (1/25/2001)	IH 20 8-16	MP 5.278	MP 10.527	5.249 MI
Tarrant	108409 (1/25/2001)	IH 20 2374-5	MP 1.000	MP 11.520	10.520 MI
Tarrant	108409 (1/25/2001)	IH 20 2374-5	MP 11.520	MP 13.047	1.527 MI
Tarrant	108409 (1/25/2001)	IH 30 1068-1	MP 9.975	MP 13.537	3.562 MI
Tarrant	108409 (1/25/2001)	IH 30 1068-1	MP 13.537	MP 20.249	6.712 MI

# CANCELED ENVIRONMENTAL SPEED ZONES

County (City)	Cancel That Portion of M.O. Number (Dated)	Highway Control-Section	Limits		Length (Miles)
			RM-Reference Marker ST- Station MP-Milepost/Milepoint <u>BEGIN</u>	MP-Milepost/Milepoint <u>END</u>	
<b>Fort Worth District</b>					
Tarrant	108409 (1/25/2001)	IH 35 W 14-2	MP 1.000	MP 6.158	5.158 MI
Tarrant	108876 (4/25/2002)	IH 35 W 14-2	MP 6.158	MP 7.936	1.778 MI
Tarrant	108876 (4/25/2002)	IH 35 W 14-16	MP 0.150	MP 15.414	15.264 MI
Tarrant	108409 (1/25/2001)	IH 35 W 14-16	MP 15.414	MP 16.425	1.011 MI
Tarrant	108409 (1/25/2001)	IH 35 W 81-12	MP 0.000	MP 7.201	7.201 MI
Tarrant	108409 (1/25/2001)	IH 820 8-14	MP 8.603	MP 20.993	12.390 MI
Tarrant	108409 (1/25/2001)	IH 820 8-15	MP 1.000	MP 8.603	7.603 MI
Tarrant	108409 (1/25/2001)	SH 121 364-1	MP 9.212	MP 15.344	6.132 MI
Tarrant	108409 (1/25/2001)	SH 360 2266-2	MP 2.190	MP 5.681	3.491 MI

# CANCELED ENVIRONMENTAL SPEED ZONES

County (City)	Cancel That Portion of M.O. Number (Dated)	Highway Control-Section	Limits		Length (Miles)
			RM-Reference Marker ST- Station MP-Milepost/Milepoint <u>BEGIN</u>	MP-Milepost/Milepoint <u>END</u>	
<b>Fort Worth District</b>					
Tarrant	108438 (2/22/2001)	US 81 14-15	MP 0.000	MP 22.683	9.978 MI
Tarrant	108438 (2/22/2001)	US 287 14-15	MP 0.000	MP 22.683	9.978 MI
Tarrant	108409 (1/25/2001)	US 287 172-9	MP 20.500	MP 30.715	10.215 MI
Tarrant	108409 (1/25/2001)	US 377 80-7	MP 7.872	MP 10.135	2.263 MI



North Central Texas Council Of Governments

December 15, 2014

Mr. Timoteo "Tim" Juarez, Jr.  
MPO/RPO Coordinator  
TxDOT North Region Support Center  
118 E. Riverside Drive  
Austin, TX 78704

Dear Mr. Juarez:

Enclosed is the FY 2014 Annual Project Listing for the Dallas-Fort Worth Metropolitan Planning Organization (MPO), which consists of the nine attachments listed below:

- Attachment 1 - Texas Department of Transportation (TxDOT) Dallas District Highway
- Attachment 2 - TxDOT Dallas District Bicycle and Pedestrian
- Attachment 3 - TxDOT Dallas District Grouped
- Attachment 4 - TxDOT Dallas District Transit
- Attachment 5 - TxDOT Fort Worth District Highway
- Attachment 7 - TxDOT Fort Worth District Bicycle and Pedestrian
- Attachment 6 - TxDOT Fort Worth District Grouped
- Attachment 8 - TxDOT Fort Worth District Transit
- Attachment 9 - TxDOT Paris District Grouped (Hunt County only)

The project information included in the highway listings was obtained from each of the TxDOT Districts, and then compiled by MPO staff. The sources of the information used in the roadway, bicycle and pedestrian, and the grouped listings are Federal Project Authorization and Agreements (FPAA's) and monthly TxDOT reports of federal obligations for MPO-selected funding categories. For the transit listings, projects were compiled through a review of approved Federal Transit Administration (FTA) grant applications and information from the Transportation Electronic Award and Management System (TEAM-Web).

Mr. Timoteo "Tim" Juarez, Jr.  
Page Two

December 15, 2014

The obligation amounts presented may include construction engineering and contingency costs, which are not included in the programmed amounts. The files are compiled in MS Access, and are being transmitted in PDF format and Access format on CD for your convenience. If you need any additional information related to the FY 2014 Annual Project Listings, please contact Adam Beckom at 817/608-2334 or [abeckom@nctcog.org](mailto:abeckom@nctcog.org).

Sincerely,



Christie J. Gotti  
Senior Program Manager

MO:lp  
Attachments

cc: Michael Bolin, P.E., Advance Transportation Planning Director, TxDOT Fort Worth District  
Loyl Bussell, P.E., Deputy District Engineer, TxDOT Fort Worth District  
Dan Kessler, Assistant Director of Transportation, NCTCOG  
Kelly Kirkland, Public Transportation Division, TxDOT Austin  
Ricky Mackey, P.E., Director of Transp. Planning & Development, TxDOT Paris District  
Wes McClure, P.E., Advanced Transportation Planning Director, TxDOT Dallas District  
Lori Morel, Transportation Planning & Programming Division, TxDOT Austin  
Mo Bur, P.E., Director of Transp. Planning & Development, TxDOT Dallas District  
Penny Sansom, Planner, TxDOT Paris District

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Highway**

<b>Project ID:</b>	11968; 11965; 11964	<b>Federal:</b>	\$3,840,374
<b>CSJ Number:</b>	0009-11-227; 0581-02-137; 0581;02-138	<b>State:</b>	\$0
<b>Project Name:</b>	IH 30; LP 12; SP348	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	IH 30 FROM IH 635 TO CHAHA ROAD; LP 12 FROM SH 183 TO SL 12; SP 348 FROM SL 12 TO IH 35E	<b>Total Obligated:</b>	\$3,840,374
<b>Work Type:</b>	INSTALLATION OF ITS SYSTEM	<b>TDCs:</b>	768,075
		<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	5
		<b>Est Completion Date:</b>	Jun-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$2,766,766  
**Amt Obligated in the Program Year (2014):** \$3,840,374  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	55049; 55048; 55054; 55053; 55052; 55055; 55050; 55051	<b>Federal:</b>	\$731,394
<b>CSJ Number:</b>	0009-11-234; 0009-12-210; 0047-06-155; 0047-07-224; 0197-02-117; 0353-04-097; 2374-01-174; 2374-02-140	<b>State:</b>	\$0
<b>Project Name:</b>	IH 30; US 75; US 175; IH 635	<b>Local:</b>	\$182,849
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	IH 30 FROM BELT LINE ROAD TO ROCKWALL COUNTY LINE; IH 30 FROM DALLAS COUNTY LINE TO SH 205; US 75 FROM DALLAS COUNTY LINE TO SAM RAYBURN TOLLWAY; US 75 FROM IH 635 TO DALLAS/COLLIN COUNTY LINE; US 175 FROM SH 310 TO IH 20; IH 635 FROM US 75 TO IH 20	<b>Total Obligated:</b>	\$914,243
<b>Work Type:</b>	INSTALL SIGNING OF TRUCK LANE RESTRICTIONS	<b>TDCs:</b>	146,279
		<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Oct-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$1,950,000  
**Amt Obligated in the Program Year (2014):** \$914,243  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	11465.2	<b>Federal:</b>	\$1,347,179
<b>CSJ Number:</b>	0047-06-147; 0047-06-149	<b>State:</b>	\$266,795
<b>Project Name:</b>	US 75	<b>Local:</b>	\$70,000
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	US 75 FROM FRONTAGE RDS IN RICHARDSON TO DALLAS CO C/L TO PGBT	<b>Total Obligated:</b>	\$1,683,973
<b>Work Type:</b>	MOBILITY AND SAFETY INTERSECTION IMPROVEMENTS; ADD RIGHT HAND TURN LANES ON FRONTAGE ROADS	<b>TDCs:</b>	0
		<b>Let Date:</b>	Aug-2008
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	May-2009

**Amt of Funds Programmed in the TIP (multiphased project):** \$1,132,549  
**Amt Obligated in the Program Year (2014):** \$1,683,973  
**Amt of Funds Remaining and Available for Use:** \$0

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Highway**

<b>Project ID:</b>	11465.1	<b>Federal:</b>	\$1,665,916
<b>CSJ Number:</b>	0047-07-222; 0047-07-206	<b>State:</b>	\$0
<b>Project Name:</b>	US 75	<b>Local:</b>	\$416,479
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FRONTAGE ROADS IN RICHARDSON FROM NORTH OF MIDPARK TO COLLIN COUNTY LINE; ROW	<b>Total Obligated:</b>	\$2,082,395
		<b>TDCs:</b>	0
<b>Work Type:</b>	MOBILITY AND SAFETY INTERSECTION IMPROVEMENTS; ADD RIGHT HAND TURN LANES ON FRONTAGE ROADS; ROW	<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Mar-2015
<b>Amt of Funds Programmed in the TIP (multiphased project):</b>			\$2,474,054
<b>Amt Obligated in the Program Year (2014):</b>			\$2,082,395
<b>Amt of Funds Remaining and Available for Use:</b>			\$0

<b>Project ID:</b>	11632	<b>Federal:</b>	\$27,016
<b>CSJ Number:</b>	0092-05-049	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$6,754
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	M&O - IH 45 TRUCK LANE RESTRICTIONS EXPANSION	<b>Total Obligated:</b>	\$33,770
		<b>TDCs:</b>	0
<b>Work Type:</b>	IH 45 TRUCK LANE RESTRICTIONS EXPANSION; ON IH 45 FROM FM 1182 TO FM 1181 IN ELLIS COUNTY	<b>Let Date:</b>	Apr-2013
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Jan-2014
<b>Amt of Funds Programmed in the TIP (multiphased project):</b>			\$74,948
<b>Amt Obligated in the Program Year (2014):</b>			\$33,770
<b>Amt of Funds Remaining and Available for Use:</b>			\$0

<b>Project ID:</b>	11266	<b>Federal:</b>	\$39,469,710
<b>CSJ Number:</b>	0092-14-081	<b>State:</b>	\$9,867,428
<b>Project Name:</b>	IH 45	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	PROPOSED US 175 TO SM WRIGHT PARKWAY	<b>Total Obligated:</b>	\$49,337,138
		<b>TDCs:</b>	0
<b>Work Type:</b>	PAVEMENT WIDENING, RESTRIPING, AND RAMP MODIFICATIONS TO ACCOMMODATE INTERCHANGE WITH US 175	<b>Let Date:</b>	Sep-2019
		<b>Funding Category:</b>	2,7
		<b>Est Completion Date:</b>	Sep-2019
<b>Amt of Funds Programmed in the TIP (multiphased project):</b>			\$46,727,384
<b>Amt Obligated in the Program Year (2014):</b>			\$49,337,138
<b>Amt of Funds Remaining and Available for Use:</b>			\$0

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Highway**

<b>Project ID:</b> 54016	<b>Federal:</b> \$8,592,000
<b>CSJ Number:</b> 0173-03-015	<b>State:</b> \$2,148,000
<b>Project Name:</b> SH 34	<b>Local:</b> \$0
<b>County Name:</b> KAUFMAN	<b>Local Contribution:</b> \$0
<b>Limits:</b> US 175 TO SH 243 (MULBERRY ST)	<b>Total Obligated:</b> \$10,740,000
	<b>TDCs:</b> 0
<b>Work Type:</b> CONSTRUCT 4 LANES OF ULTIMATE 6 LANES DIVIDED URBAN ROADWAY & OVERPASS - (NEW LOCATION); PHASE I	<b>Let Date:</b> Mar-2014
	<b>Funding Category:</b> 7,10,11,12
	<b>Est Completion Date:</b> Jan-2017

**Amt of Funds Programmed in the TIP (multiphased project):** \$26,640,000  
**Amt Obligated in the Program Year (2014):** \$10,740,000  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b> 11963; 11966; 11967; 11969; 11970	<b>Federal:</b> \$3,053,290
<b>CSJ Number:</b> 0197-02-105; 0195-03-085; 0195-02-070; 0095-10-052; 0095-02-113	<b>State:</b> \$0
<b>Project Name:</b> US 175; IH 35; US 80	<b>Local:</b> \$0
<b>County Name:</b> DALLAS; DENTON	<b>Local Contribution:</b> \$0
<b>Limits:</b> BEXAR STREET TO IH 20; IH 35E TO COOKE COUNTY LINE; IH 30 TO IH 635	<b>Total Obligated:</b> \$3,053,290
	<b>TDCs:</b> 610,658
<b>Work Type:</b> INSTALLATION OF ITS SYSTEM	<b>Let Date:</b> Aug-2014
	<b>Funding Category:</b> 5
	<b>Est Completion Date:</b> Jun-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$2,995,000  
**Amt Obligated in the Program Year (2014):** \$3,053,290  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b> 53019	<b>Federal:</b> \$4,827,386
<b>CSJ Number:</b> 0353-05-088	<b>State:</b> \$1,206,847
<b>Project Name:</b> SL 12	<b>Local:</b> \$0
<b>County Name:</b> DALLAS	<b>Local Contribution:</b> \$0
<b>Limits:</b> WEST OF MIDWAY TO US 75	<b>Total Obligated:</b> \$6,034,233
	<b>TDCs:</b> 0
<b>Work Type:</b> INTERSECTION IMPROVEMENT	<b>Let Date:</b> Aug-2014
	<b>Funding Category:</b> 5
	<b>Est Completion Date:</b> Jun-2016

**Amt of Funds Programmed in the TIP (multiphased project):** \$6,600,000  
**Amt Obligated in the Program Year (2014):** \$6,034,233  
**Amt of Funds Remaining and Available for Use:** \$0

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Highway**

<b>Project ID:</b>	11720.2	<b>Federal:</b>	\$7,440,000
<b>CSJ Number:</b>	0619-05-030; 0619-05-037	<b>State:</b>	\$0
<b>Project Name:</b>	FM 544	<b>Local:</b>	\$1,860,000
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 544 FROM 0.17 MILES WEST OF JOSEY LANE TO PARKER/DOZIER ROAD	<b>Total Obligated:</b>	\$9,300,000
		<b>TDCs:</b>	0
<b>Work Type:</b>	RECONSTRUCT AND WIDEN FROM 2 LANE RURAL TO 6 LANE DIVIDED URBAN	<b>Let Date:</b>	Jun-2009
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Mar-2010

**Amt of Funds Programmed in the TIP (multiphased project):** \$16,205,453  
**Amt Obligated in the Program Year (2014):** \$9,300,000  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	20109	<b>Federal:</b>	\$1,600,000
<b>CSJ Number:</b>	0619-05-034	<b>State:</b>	\$0
<b>Project Name:</b>	FM 544	<b>Local:</b>	\$400,000
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 544 FROM FM 2281 (DENTON DRIVE) TO 0.17 MILES WEST OF JOSEY LANE	<b>Total Obligated:</b>	\$2,000,000
		<b>TDCs:</b>	0
<b>Work Type:</b>	RECONSTRUCT AND WIDEN TWO LANE RURAL HIGHWAY TO SIX LANE DIVIDED URBAN	<b>Let Date:</b>	Aug-2008
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	May-2007

**Amt of Funds Programmed in the TIP (multiphased project):** \$89,676,562  
**Amt Obligated in the Program Year (2014):** \$2,000,000  
**Amt of Funds Remaining and Available for Use:** \$24,554,476

<b>Project ID:</b>	11186.3	<b>Federal:</b>	\$625,000
<b>CSJ Number:</b>	0918-00-189; 0918-00-175; 0918-00-230	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$156,250
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	N/A	<b>Total Obligated:</b>	\$781,250
		<b>TDCs:</b>	0
<b>Work Type:</b>	FREEWAY INCIDENT MANAGEMENT PROGRAM	<b>Let Date:</b>	Jan-2012
		<b>Funding Category:</b>	5
		<b>Est Completion Date:</b>	Oct-2012

**Amt of Funds Programmed in the TIP (multiphased project):** \$5,509,999  
**Amt Obligated in the Program Year (2014):** \$781,250  
**Amt of Funds Remaining and Available for Use:** \$0

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Highway**

<b>Project ID:</b> 11618	<b>Federal:</b> \$2,640,000
<b>CSJ Number:</b> 0918-00-192	<b>State:</b> \$660,000
<b>Project Name:</b> VA	<b>Local:</b> \$0
<b>County Name:</b> DALLAS	<b>Local Contribution:</b> \$0
<b>Limits:</b> REGIONAL MOBILITY ASSISTANCE PATROL DALLAS DISTRICT	<b>Total Obligated:</b> \$3,300,000
	<b>TDCs:</b> 0
<b>Work Type:</b> MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	<b>Let Date:</b> Mar-2014
	<b>Funding Category:</b> 7
	<b>Est Completion Date:</b> Sep-2015
<b>Amt of Funds Programmed in the TIP (multiphased project):</b> \$3,300,000	
<b>Amt Obligated in the Program Year (2014):</b> \$3,300,000	
<b>Amt of Funds Remaining and Available for Use:</b> \$0	

<b>Project ID:</b> 11611	<b>Federal:</b> \$3,125,000
<b>CSJ Number:</b> 0918-00-207	<b>State:</b> \$0
<b>Project Name:</b> VA	<b>Local:</b> \$0
<b>County Name:</b> DALLAS	<b>Local Contribution:</b> \$0
<b>Limits:</b> M&O - REGIONAL EMISSIONS REDUCTION PROGRAM	<b>Total Obligated:</b> \$3,125,000
	<b>TDCs:</b> 625,000
<b>Work Type:</b> REGIONAL EMISSIONS REDUCTION PROGRAM IMPLEMENTATION BY NCTCOG (FY 2014)	<b>Let Date:</b> May-2014
	<b>Funding Category:</b> 5
	<b>Est Completion Date:</b> Feb-2015
<b>Amt of Funds Programmed in the TIP (multiphased project):</b> \$3,125,000	
<b>Amt Obligated in the Program Year (2014):</b> \$3,125,000	
<b>Amt of Funds Remaining and Available for Use:</b> \$0	

<b>Project ID:</b> 11633	<b>Federal:</b> \$450,000
<b>CSJ Number:</b> 0918-00-209	<b>State:</b> \$0
<b>Project Name:</b> VA	<b>Local:</b> \$0
<b>County Name:</b> DALLAS	<b>Local Contribution:</b> \$0
<b>Limits:</b> M&O - PROGRAM OVERSIGHT COORDINATION	<b>Total Obligated:</b> \$450,000
	<b>TDCs:</b> 90,000
<b>Work Type:</b> PROGRAM OVERSIGHT COORDINATION; DEPARTMENTAL STREAMLINING POLICIES AND PROCEDURES COORDINATION; PROGRAM ADMINISTRATION PRE-AWARD ACTIVITIES AND DEVELOPMENT	<b>Let Date:</b> May-2014
	<b>Funding Category:</b> 7
	<b>Est Completion Date:</b> Feb-2015
<b>Amt of Funds Programmed in the TIP (multiphased project):</b> \$450,000	
<b>Amt Obligated in the Program Year (2014):</b> \$450,000	
<b>Amt of Funds Remaining and Available for Use:</b> \$0	

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Highway**

<b>Project ID:</b>	11612	<b>Federal:</b>	\$2,140,150
<b>CSJ Number:</b>	0918-00-210	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	REGIONAL TRIP REDUCTION PROGRAM, VANPOOL PROGRAM, BIKE/PEDESTRIAN, AND SUSTAINABLE DEVELOPMENT INITIATIVES	<b>Total Obligated:</b>	\$2,140,150
<b>Work Type:</b>	TRACK AND IMPLEMENT ETR STRATEGIES AND MAINTAIN TRYPARKINGIT.COM, VANPOOL PROGRAM, BIKE/PEDESTRIAN, AND SUSTAINABLE DEVELOPMENT INITIATIVES	<b>TDCs:</b>	428,030
		<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Feb-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$2,140,150  
**Amt Obligated in the Program Year (2014):** \$2,140,150  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	11618	<b>Federal:</b>	\$538,000
<b>CSJ Number:</b>	0918-00-223	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$134,500
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	REGIONAL MOBILITY ASSISTANCE PATROL DALLAS DISTRICT	<b>Total Obligated:</b>	\$672,500
<b>Work Type:</b>	MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	<b>TDCs:</b>	0
		<b>Let Date:</b>	Dec-2012
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Sep-2013

**Amt of Funds Programmed in the TIP (multiphased project):** \$20,170,000  
**Amt Obligated in the Program Year (2014):** \$672,500  
**Amt of Funds Remaining and Available for Use:** \$6,800,000

<b>Project ID:</b>	11893.1	<b>Federal:</b>	\$248,800
<b>CSJ Number:</b>	0918-00-235	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$62,200
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	511 TRAVELER INFORMATION SYSTEM (ITS)	<b>Total Obligated:</b>	\$311,000
<b>Work Type:</b>	DEVELOP AND IMPLEMENT 511 TRAVELER INFORMATION SYSTEM IN DALLAS	<b>TDCs:</b>	0
		<b>Let Date:</b>	Dec-2013
		<b>Funding Category:</b>	5
		<b>Est Completion Date:</b>	Jul-2014

**Amt of Funds Programmed in the TIP (multiphased project):** \$311,000  
**Amt Obligated in the Program Year (2014):** \$311,000  
**Amt of Funds Remaining and Available for Use:** \$0

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Highway**

<b>Project ID:</b>	11893.2	<b>Federal:</b>	\$757,066
<b>CSJ Number:</b>	0918-00-236	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$189,267
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	511 TRAVELER INFORMATION SYSTEM (ITS)	<b>Total Obligated:</b>	\$946,333
		<b>TDCs:</b>	0
<b>Work Type:</b>	DEVELOP AND IMPLEMENT 511 TRAVELER INFORMATION SYSTEM IN DALLAS	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	5
		<b>Est Completion Date:</b>	May-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$946,333  
**Amt Obligated in the Program Year (2014):** \$946,333  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	684	<b>Federal:</b>	\$106,000
<b>CSJ Number:</b>	0918-45-374	<b>State:</b>	\$0
<b>Project Name:</b>	MH	<b>Local:</b>	\$26,500
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	MH ON VALLEY VIEW/WALNUT FROM IH 635/GREENVILLE AVE TO FOREST RIDGE DR	<b>Total Obligated:</b>	\$132,500
		<b>TDCs:</b>	0
<b>Work Type:</b>	INTERSECTION IMPROVEMENTS	<b>Let Date:</b>	Jan-2015
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Oct-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$4,393,500  
**Amt Obligated in the Program Year (2014):** \$132,500  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	2332.0004	<b>Federal:</b>	\$836,613
<b>CSJ Number:</b>	0918-45-588; 0918-45-541	<b>State:</b>	\$0
<b>Project Name:</b>	CS	<b>Local:</b>	\$209,153
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	ON MIDWAY ROAD AT TRINITY MILLS; RIGHT OF WAY ACQUISITION AND RELOCATION	<b>Total Obligated:</b>	\$1,045,767
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROJECT ACQUISITION AND RELOCATION ASSISTANCE	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	5
		<b>Est Completion Date:</b>	Apr-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$730,586  
**Amt Obligated in the Program Year (2014):** \$1,045,767  
**Amt of Funds Remaining and Available for Use:** \$0

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Highway**

<b>Project ID:</b>	11076	<b>Federal:</b>	\$12,174
<b>CSJ Number:</b>	0918-45-602	<b>State:</b>	\$0
<b>Project Name:</b>	LOOP 12/SH 183/SH 114 AREAS - CCTV, DMS SIGNALS &	<b>Local:</b>	\$3,044
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	LOOP 12/SH 183/SH 114 AREAS - CCTV, DMS SIGNALS & DETECTION	<b>Total Obligated:</b>	\$15,218
		<b>TDCs:</b>	0
<b>Work Type:</b>	INCLUDES CONSTRUCTION OF A CITY TRAFFIC MANAGEMENT CENTER (TMC), UPGRADING TRAFFIC SIGNALS; CONSTRUCTING FIBER OPTIC COMMUNICATION BACKBONE TO TMC, COORDINATING TRAFFIC SIGNALS, AND CONSTRUCTING AN INCIDENT DETECTION AND RESPONSE SYSTEM	<b>Let Date:</b>	Jul-2002
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Apr-2003

**Amt of Funds Programmed in the TIP (multiphased project):** \$4,171,788

**Amt Obligated in the Program Year (2014):** \$15,218

**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	11457	<b>Federal:</b>	\$325
<b>CSJ Number:</b>	0918-45-710	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$81
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	TOWN EAST MALL TRAFFIC ACCESS IMPROVEMENT AT TOWN EAST BLVD & GALLOWAY AVENUE	<b>Total Obligated:</b>	\$406
		<b>TDCs:</b>	0
<b>Work Type:</b>	ITS & TRAFFIC SIGNAL IMPROVEMENTS	<b>Let Date:</b>	Jun-2009
		<b>Funding Category:</b>	5
		<b>Est Completion Date:</b>	Mar-2010

**Amt of Funds Programmed in the TIP (multiphased project):** \$149,424

**Amt Obligated in the Program Year (2014):** \$406

**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	11096.6	<b>Federal:</b>	\$3,000
<b>CSJ Number:</b>	0918-45-845	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$750
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	VARIOUS LOCATIONS IN DALLAS CBD AND DEEP ELLUM - ON-SYSTEM	<b>Total Obligated:</b>	\$3,750
		<b>TDCs:</b>	0
<b>Work Type:</b>	SIGNAL INTEGRATION AND MONITORING/THOROUGHFARE ASSESSMENT PROGRAM AND LOOP DETECTOR REPAIR	<b>Let Date:</b>	Mar-2009
		<b>Funding Category:</b>	5
		<b>Est Completion Date:</b>	Jan-2010

**Amt of Funds Programmed in the TIP (multiphased project):** \$12,000

**Amt Obligated in the Program Year (2014):** \$3,750

**Amt of Funds Remaining and Available for Use:** \$0

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Highway**

<b>Project ID:</b>	11005	<b>Federal:</b>	\$1,614,600
<b>CSJ Number:</b>	0918-45-864	<b>State:</b>	\$0
<b>Project Name:</b>	CS	<b>Local:</b>	\$403,650
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	CS ON WHITLOCK ROAD, FROM IH 35E TO OLD DENTON ROAD	<b>Total Obligated:</b>	\$2,018,250
		<b>TDCs:</b>	0
<b>Work Type:</b>	RECONSTRUCT 4 LANE UNDIVIDED TO FOUR LANE DIVIDED WITH LEFT TURNS	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Mar-2016

**Amt of Funds Programmed in the TIP (multiphased project):** \$4,116,718  
**Amt Obligated in the Program Year (2014):** \$2,018,250  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	11444	<b>Federal:</b>	\$16,000
<b>CSJ Number:</b>	0918-46-166	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$4,000
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	VARIOUS LOCATIONS IN FLOWER MOUND	<b>Total Obligated:</b>	\$20,000
		<b>TDCs:</b>	0
<b>Work Type:</b>	ATMS (ON SYSTEM)	<b>Let Date:</b>	Jun-2004
		<b>Funding Category:</b>	5
		<b>Est Completion Date:</b>	Mar-2005

**Amt of Funds Programmed in the TIP (multiphased project):** \$491,500  
**Amt Obligated in the Program Year (2014):** \$20,000  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	11918	<b>Federal:</b>	\$800,000
<b>CSJ Number:</b>	0918-47-084	<b>State:</b>	\$200,000
<b>Project Name:</b>	CS	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	REGIONAL JOB OPPORTUNITY PILOT PROGRAM	<b>Total Obligated:</b>	\$1,000,000
		<b>TDCs:</b>	0
<b>Work Type:</b>	OUTREACH AND COMMUNICATION PROGRAM TO DEVELOP TRANSPORTATION JOB OPPORTUNITIES AND INCREASE DBE CONTRACTING IN DISADVANTAGED COMMUNITIES	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	12
		<b>Est Completion Date:</b>	Aug-2017

**Amt of Funds Programmed in the TIP (multiphased project):** \$1,000,000  
**Amt Obligated in the Program Year (2014):** \$1,000,000  
**Amt of Funds Remaining and Available for Use:** \$0

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Highway**

<b>Project ID:</b>	11432	<b>Federal:</b>	\$156,420
<b>CSJ Number:</b>	2054-02-016	<b>State:</b>	\$0
<b>Project Name:</b>	FM 2181	<b>Local:</b>	\$39,105
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 2181 FROM WEST OF FM 2499 (BARREL STRAP RD) TO WEST FRONTAGE ROAD OF IH 35E IN CORINTH	<b>Total Obligated:</b>	\$195,525
		<b>TDCs:</b>	0
<b>Work Type:</b>	WIDEN 2 LANE RURAL TO 6 LANE DIVIDED URBAN	<b>Let Date:</b>	May-2013
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Feb-2014

**Amt of Funds Programmed in the TIP (multiphased project):** \$26,256,693  
**Amt Obligated in the Program Year (2014):** \$195,525  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	11972; 11971	<b>Federal:</b>	\$8,459,074
<b>CSJ Number:</b>	2374-02-136; 2374-03-080	<b>State:</b>	\$0
<b>Project Name:</b>	IH 635; IH 20	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	IH 20 TO IH 30; IH 45 TO IH 635	<b>Total Obligated:</b>	\$8,459,074
		<b>TDCs:</b>	1,691,815
<b>Work Type:</b>	INSTALLATION OF ITS SYSTEM	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	5
		<b>Est Completion Date:</b>	Aug-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$5,952,231  
**Amt Obligated in the Program Year (2014):** \$8,459,074  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	54064	<b>Federal:</b>	\$3,040,000
<b>CSJ Number:</b>	2964-01-022	<b>State:</b>	\$160,000
<b>Project Name:</b>	SH 161	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SOUTH OF CONFLANS RD TO NORTH OF SH 114	<b>Total Obligated:</b>	\$3,200,000
		<b>TDCs:</b>	480,000
<b>Work Type:</b>	INTERIM OPERATIONAL BOTTLENECK IMPROVEMENT, ITS, AND ILLUMINATION	<b>Let Date:</b>	Jan-2014
		<b>Funding Category:</b>	1,5,11
		<b>Est Completion Date:</b>	Jul-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$4,600,000  
**Amt Obligated in the Program Year (2014):** \$3,200,000  
**Amt of Funds Remaining and Available for Use:** \$0

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Highway**

<b>Project ID:</b>	11823.3	<b>Federal:</b>	\$692,803
<b>CSJ Number:</b>	2964-01-045	<b>State:</b>	\$173,201
<b>Project Name:</b>	SH 161	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	IH 20 TO ROCK ISLAND	<b>Total Obligated:</b>	\$866,004
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL CCTV CAMERAS AND ARTERIAL DIRECTIONAL CMS AT MAJOR INTERSECTIONS ON FRONTAGE ROADS ALONG ALTERNATIVE ROUTE TO SH 360	<b>Let Date:</b>	Mar-2014
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Jan-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$919,005  
**Amt Obligated in the Program Year (2014):** \$866,004  
**Amt of Funds Remaining and Available for Use:** \$42,401

<b>Project ID:</b>	11724	<b>Federal:</b>	\$6,778,340
<b>CSJ Number:</b>	3148-01-006	<b>State:</b>	\$1,694,585
<b>Project Name:</b>	FM 3097	<b>Local:</b>	\$0
<b>County Name:</b>	ROCKWALL	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 740 TO EAST OF TUBBS ROAD	<b>Total Obligated:</b>	\$8,472,925
		<b>TDCs:</b>	0
<b>Work Type:</b>	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED TO 4 LANE DIVIDED	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	10,7
		<b>Est Completion Date:</b>	Dec-2016

**Amt of Funds Programmed in the TIP (multiphased project):** \$9,400,000  
**Amt Obligated in the Program Year (2014):** \$8,472,925  
**Amt of Funds Remaining and Available for Use:** \$0

**Total Federal Funds Obligated in FY 2014 (Highway Projects):** **\$105,633,631**



**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Bike/Pedestrian Projects**

<b>Project ID:</b>	2310.2	<b>Federal:</b>	\$3,598,154
<b>CSJ Number:</b>	0196-06-028	<b>State:</b>	\$899,538
<b>Project Name:</b>	SL 354	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	ON HARRY HINES; MANANA DRIVE TO NORTH OF ROYAL LANE	<b>Total Obligated:</b>	\$4,497,692
		<b>TDCs:</b>	0
<b>Work Type:</b>	PEDESTRIAN STRUCTURES AND SIDEWALKS (ON-SYSTEM)	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Nov-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$6,162,250  
**Amt Obligated in the Program Year (2014):** \$4,497,692  
**Amt of Funds Remaining and Available for Use:** \$1,664,558

<b>Project ID:</b>	11941	<b>Federal:</b>	\$40,330
<b>CSJ Number:</b>	0918-11-085	<b>State:</b>	\$0
<b>Project Name:</b>	CS	<b>Local:</b>	\$13,443
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	TERRELL PEDESTRIAN IMPROVEMENTS ALONG SH 34 FROM COLLEGE STREET TO ROSE STREET AND ALONG WEST GROVE STREET FROM BOWSER STREET TO ROCKWALL STREET	<b>Total Obligated:</b>	\$53,773
		<b>TDCs:</b>	0
<b>Work Type:</b>	PEDESTRIAN FACILITIES AND AMENITIES; PE	<b>Let Date:</b>	Jul-2015
		<b>Funding Category:</b>	9TE
		<b>Est Completion Date:</b>	Dec-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$824,519  
**Amt Obligated in the Program Year (2014):** \$53,773  
**Amt of Funds Remaining and Available for Use:** \$770,746

<b>Project ID:</b>	11954	<b>Federal:</b>	\$25,494
<b>CSJ Number:</b>	0918-11-086	<b>State:</b>	\$0
<b>Project Name:</b>	CS	<b>Local:</b>	\$14,972
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	KAUFMAN DOWNTOWN TRANSPORTATION IMPROVEMENT PROJECT; KAUFMAN DOWNTOWN SQUARE FROM WEST GROVE STREET ON THE NORTH, NORTH JACKSON ON THE WEST, WEST MULBERRY ON THE SOUTH, AND NORTH WASHINGTON ON THE EAST	<b>Total Obligated:</b>	\$40,466
		<b>TDCs:</b>	0
<b>Work Type:</b>	PEDESTRIAN FACILITIES; PE	<b>Let Date:</b>	Apr-2015
		<b>Funding Category:</b>	9TE
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** \$620,476  
**Amt Obligated in the Program Year (2014):** \$40,466  
**Amt of Funds Remaining and Available for Use:** \$580,010

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Bike/Pedestrian Projects**

<b>Project ID:</b>	11940	<b>Federal:</b>	\$30,632
<b>CSJ Number:</b>	0918-22-152	<b>State:</b>	\$0
<b>Project Name:</b>	CS	<b>Local:</b>	\$7,658
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	YELLOWJACKET MULTIUSE TRAIL FROM IH 45 TO BEAR CREEK DRIVE	<b>Total Obligated:</b>	\$38,290
		<b>TDCs:</b>	0
<b>Work Type:</b>	BICYCLE AND PEDESTRIAN FACILITIES AND AMENITIES ALONG FM 660; PE	<b>Let Date:</b>	Jul-2015
		<b>Funding Category:</b>	9TE
		<b>Est Completion Date:</b>	Dec-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$510,531  
**Amt Obligated in the Program Year (2014):** \$38,290  
**Amt of Funds Remaining and Available for Use:** \$477,235

<b>Project ID:</b>	11318.1	<b>Federal:</b>	\$3,700
<b>CSJ Number:</b>	0918-24-099	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$925
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	PLANO TRANSIT VILLAGE; FROM 12TH TO SH 190/BUSH TURNPIKE	<b>Total Obligated:</b>	\$4,625
		<b>TDCs:</b>	0
<b>Work Type:</b>	VELOWEB CONTINUOUS BICYCLE AND PEDESTRIAN PATH	<b>Let Date:</b>	Mar-2006
		<b>Funding Category:</b>	5
		<b>Est Completion Date:</b>	Jun-2006

**Amt of Funds Programmed in the TIP (multiphased project):** \$2,668,352  
**Amt Obligated in the Program Year (2014):** \$4,625  
**Amt of Funds Remaining and Available for Use:** \$2,438,352

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$233,292
<b>CSJ Number:</b>	0918-24-179	<b>State:</b>	\$0
<b>Project Name:</b>	CS	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT MURPHY MIDDLE SCHOOL TO CITY OF MURPHY	<b>Total Obligated:</b>	\$233,292
		<b>TDCs:</b>	0
<b>Work Type:</b>	CONSTRUCT SIDEWALKS AND INSTALL CROSSWALKS 2009 SAFE ROUTES TO SCHOOL PROGRAM	<b>Let Date:</b>	Oct-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Jul-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$233,292  
**Amt of Funds Remaining and Available for Use:** \$0

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Bike/Pedestrian Projects**

<b>Project ID:</b>	11944	<b>Federal:</b>	\$33,708
<b>CSJ Number:</b>	0918-24-204	<b>State:</b>	\$0
<b>Project Name:</b>	CS	<b>Local:</b>	\$14,446
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	THREE CITIES TRAIL FROM LIMESTONE QUARRY PARK TO CUSTER ROAD	<b>Total Obligated:</b>	\$48,154
		<b>TDCs:</b>	0
<b>Work Type:</b>	BICYCLE AND PEDESTRIAN FACILITY AND AMENITIES; PE	<b>Let Date:</b>	Apr-2015
		<b>Funding Category:</b>	9TE
		<b>Est Completion Date:</b>	Jun-2014

**Amt of Funds Programmed in the TIP (multiphased project):** \$738,360  
**Amt Obligated in the Program Year (2014):** \$48,154  
**Amt of Funds Remaining and Available for Use:** \$690,206

<b>Project ID:</b>	54092	<b>Federal:</b>	\$597,700
<b>CSJ Number:</b>	0918-45-898	<b>State:</b>	\$0
<b>Project Name:</b>	CS	<b>Local:</b>	\$149,425
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	TRAFFIC CONTROL AND SAFETY TREATMENTS FOR TRAIL-ROAD CROSSINGS	<b>Total Obligated:</b>	\$747,125
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL PASSIVE-SOLAR SAFETY LIGHTING	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	9TE
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** \$887,216  
**Amt Obligated in the Program Year (2014):** \$747,125  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	54094	<b>Federal:</b>	\$1,418,290
<b>CSJ Number:</b>	0918-46-259	<b>State:</b>	\$0
<b>Project Name:</b>	CS	<b>Local:</b>	\$354,573
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	DCTA BICYCLE/PEDESTRIAN FACILITY FROM GARDEN RIDGE TO SOUTH OF HEBRON	<b>Total Obligated:</b>	\$1,772,863
		<b>TDCs:</b>	0
<b>Work Type:</b>	CONSTRUCT BIKE TRAIL WITHIN RAIL ROW TO CONNECT HEBRON, OLD TOWN, AND HIGHLAND VILLAGE STATIONS	<b>Let Date:</b>	Oct-2014
		<b>Funding Category:</b>	9TE
		<b>Est Completion Date:</b>	Jun-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$3,489,395  
**Amt Obligated in the Program Year (2014):** \$1,772,863  
**Amt of Funds Remaining and Available for Use:** \$0

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Bike/Pedestrian Projects**

<b>Project ID:</b>	11935	<b>Federal:</b>	\$76,101
<b>CSJ Number:</b>	0918-46-271	<b>State:</b>	\$0
<b>Project Name:</b>	CS	<b>Local:</b>	\$40,978
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	TOWN CENTER/BEARD PARK TO WITT ROAD TRAIL FROM BEARD PARK AT FM 720 AND MAIN STREET TO WITT ROAD	<b>Total Obligated:</b>	\$117,079
<b>Work Type:</b>	BICYCLE AND PEDESTRIAN FACILITIES, BRIDGES, AND AMENITIES ALONG THE NORTH SIDE OF LEWISVILLE LAKE; PE	<b>TDCs:</b>	0
		<b>Let Date:</b>	Apr-2015
		<b>Funding Category:</b>	9TE
		<b>Est Completion Date:</b>	Aug-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$1,795,204  
**Amt Obligated in the Program Year (2014):** \$117,079  
**Amt of Funds Remaining and Available for Use:** \$1,678,125

<b>Project ID:</b>	11947	<b>Federal:</b>	\$129,450
<b>CSJ Number:</b>	0918-46-272	<b>State:</b>	\$0
<b>Project Name:</b>	CS	<b>Local:</b>	\$32,363
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	BICYCLE AND PEDESTRIAN FACILITY, SIGNAGE, AND AMENITIES; PE	<b>Total Obligated:</b>	\$161,813
<b>Work Type:</b>	PHASE THREE A-TRAIN FROM SWISHER ROAD TO KELTON ROAD	<b>TDCs:</b>	0
		<b>Let Date:</b>	May-2015
		<b>Funding Category:</b>	9TE
		<b>Est Completion Date:</b>	Jan-2016

**Amt of Funds Programmed in the TIP (multiphased project):** \$2,481,125  
**Amt Obligated in the Program Year (2014):** \$161,813  
**Amt of Funds Remaining and Available for Use:** \$2,319,312

<b>Project ID:</b>	11946	<b>Federal:</b>	\$136,783
<b>CSJ Number:</b>	0918-47-098	<b>State:</b>	\$0
<b>Project Name:</b>	CS	<b>Local:</b>	\$136,783
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	VELOWAY/SOPAC TRAIL FROM SOUTH OF NORTHWEST HWY TO NORTH OF GREENVILLE AVE ON DART RIGHT- OF-WAY	<b>Total Obligated:</b>	\$273,565
<b>Work Type:</b>	BICYCLE AND PEDESTRIAN FACILITY AND AMENITIES (PHASE 4A); PE	<b>TDCs:</b>	0
		<b>Let Date:</b>	Apr-2015
		<b>Funding Category:</b>	9TE
		<b>Est Completion Date:</b>	Aug-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$7,018,434  
**Amt Obligated in the Program Year (2014):** \$273,565  
**Amt of Funds Remaining and Available for Use:** \$6,625,927

**Total Federal Funds Obligated in FY 2014 (Bike/Pedestrian Projects): \$6,323,634**

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$947,427
<b>CSJ Number:</b>	0009-02-061	<b>State:</b>	\$236,857
<b>Project Name:</b>	SH 78	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	WINSLOW AVENUE TO SHADYSIDE LANE	<b>Total Obligated:</b>	\$1,184,284
		<b>TDCs:</b>	0
<b>Work Type:</b>	FDR, MILL, ACP OVERLAY, AND PAVEMENT MARKINGS	<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,184,284  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$585,952
<b>CSJ Number:</b>	0009-11-230	<b>State:</b>	\$65,106
<b>Project Name:</b>	IH 30	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	HASKELL AVENUE TO SH 78	<b>Total Obligated:</b>	\$651,057
		<b>TDCs:</b>	0
<b>Work Type:</b>	CONCRETE FULL DEPTH REPAIR ON FRONTAGE ROADS	<b>Let Date:</b>	Mar-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Oct-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$651,057  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$892,785
<b>CSJ Number:</b>	0047-05-053	<b>State:</b>	\$223,196
<b>Project Name:</b>	SH 5	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 546 TO US 380	<b>Total Obligated:</b>	\$1,115,982
		<b>TDCs:</b>	0
<b>Work Type:</b>	BASE REPAIR AND OVERLAY	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jan-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,115,982  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$283,246
<b>CSJ Number:</b>	0047-14-077	<b>State:</b>	\$70,812
<b>Project Name:</b>	US 75	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT WILMETH ROAD TO MCKINNEY	<b>Total Obligated:</b>	\$354,058
		<b>TDCs:</b>	0
<b>Work Type:</b>	LANDSCAPE DEVELOPMENT TO INCLUDE TREE AND SHRUB PLANTING AND IRRIGATION	<b>Let Date:</b>	Mar-2014
		<b>Funding Category:</b>	10
		<b>Est Completion Date:</b>	Mar-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$354,058  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$278,858
<b>CSJ Number:</b>	0048-03-084	<b>State:</b>	\$0
<b>Project Name:</b>	US 77	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	NORTH OF US 287 WAXAHACHIE TO SH 342	<b>Total Obligated:</b>	\$278,858
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROFILE PAVEMENT MARKINGS	<b>Let Date:</b>	Jan-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Oct-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$278,858  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$186,661
<b>CSJ Number:</b>	0048-04-085	<b>State:</b>	\$0
<b>Project Name:</b>	US 77	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 329 TO IH 35E WAXAHACHIE	<b>Total Obligated:</b>	\$186,661
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROFILE PAVEMENT MARKINGS	<b>Let Date:</b>	Jan-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Oct-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$186,661  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,578,578
<b>CSJ Number:</b>	0048-08-048	<b>State:</b>	\$175,398
<b>Project Name:</b>	IH 35E	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SOUTH OF BILL LEWIS ROAD TO SOUTH OF WAXAHACHIE LAKE	<b>Total Obligated:</b>	\$1,753,976
		<b>TDCs:</b>	0
<b>Work Type:</b>	REHABILITATE FRONTAGE ROAD PAVEMENT	<b>Let Date:</b>	Jan-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Nov-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,753,976  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,869,177
<b>CSJ Number:</b>	0085-04-037	<b>State:</b>	\$467,294
<b>Project Name:</b>	US 259	<b>Local:</b>	\$0
<b>County Name:</b>	BOWIE	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	ON TEXAS SIDE OF RED RIVER BRIDGE	<b>Total Obligated:</b>	\$2,336,471
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE BRIDGE AND APPROACHES	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	6
		<b>Est Completion Date:</b>	May-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$2,336,471  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$393,368
<b>CSJ Number:</b>	0091-04-058	<b>State:</b>	\$98,342
<b>Project Name:</b>	SH 289	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	PANTHER CREEK TO SOUTH OF US 380	<b>Total Obligated:</b>	\$491,710
		<b>TDCs:</b>	0
<b>Work Type:</b>	LANDSCAPE DEVELOPMENT TO INCLUDE TREE AND SHRUB PLANTING & IRRIGATION	<b>Let Date:</b>	Mar-2014
		<b>Funding Category:</b>	10
		<b>Est Completion Date:</b>	Mar-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$491,710  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$684,333
<b>CSJ Number:</b>	0091-04-059	<b>State:</b>	\$171,083
<b>Project Name:</b>	SH 289	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	NORTH OF US 380 TO FM 455	<b>Total Obligated:</b>	\$855,416
		<b>TDCs:</b>	0
<b>Work Type:</b>	LANDSCAPE DEVELOPMENT TO INCLUDE TREE AND SHRUB PLANTING & IRRIGATION	<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	10
		<b>Est Completion Date:</b>	Jun-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$855,416  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$613,328
<b>CSJ Number:</b>	0092-11-003	<b>State:</b>	\$153,332
<b>Project Name:</b>	LP 561	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	IH 45 SOUTH OF TRUMBULL TO IH 45 NORTH OF TRUMBULL	<b>Total Obligated:</b>	\$766,660
		<b>TDCs:</b>	0
<b>Work Type:</b>	MILL, REPAIR AND RESURFACE	<b>Let Date:</b>	Jan-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Aug-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$766,660  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$868,743
<b>CSJ Number:</b>	0092-14-084	<b>State:</b>	\$96,527
<b>Project Name:</b>	IH 45	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT MARTIN LUTHER KING JR BLVD IN CITY OF DALLAS	<b>Total Obligated:</b>	\$965,270
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPAIR BENT CAPS AND GIRDERS	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$965,270  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$5,536,463
<b>CSJ Number:</b>	0095-03-088	<b>State:</b>	\$1,384,116
<b>Project Name:</b>	US 80	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	0.4 MI WEST OF FM 460 TO EAST OF FM 548	<b>Total Obligated:</b>	\$6,920,579
		<b>TDCs:</b>	0
<b>Work Type:</b>	REHABILITATE FRONTAGE ROADS AND RAMPS	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2016

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$6,920,579  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$7,967,105
<b>CSJ Number:</b>	0095-04-067	<b>State:</b>	\$1,991,776
<b>Project Name:</b>	US 80	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	EAST OF FM 548 TO SP 557	<b>Total Obligated:</b>	\$9,958,881
		<b>TDCs:</b>	0
<b>Work Type:</b>	REHABILITATE FRONTAGE ROADS AND RAMPS	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2016

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$9,958,881  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,350,692
<b>CSJ Number:</b>	0095-14-023	<b>State:</b>	\$150,077
<b>Project Name:</b>	IH 20	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 2932 TO SP 557	<b>Total Obligated:</b>	\$1,500,769
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSIDE AND OUTSIDE SHOULDERS AND RAMPS	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,500,769  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$354,967
<b>CSJ Number:</b>	0135-02-054	<b>State:</b>	\$88,742
<b>Project Name:</b>	US 380	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	LAKE FOREST DRIVE TO SH 5	<b>Total Obligated:</b>	\$443,709
		<b>TDCs:</b>	0
<b>Work Type:</b>	FULL DEPTH CONCRETE REPAIR	<b>Let Date:</b>	Feb-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$443,709  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$56,608
<b>CSJ Number:</b>	0172-11-011	<b>State:</b>	\$0
<b>Project Name:</b>	BU 287R	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	US 287 TO FM 664	<b>Total Obligated:</b>	\$56,608
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROFILE PAVEMENT MARKINGS	<b>Let Date:</b>	Jan-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Oct-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$56,608  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$501,788
<b>CSJ Number:</b>	0172-11-012	<b>State:</b>	\$125,447
<b>Project Name:</b>	BU 287R	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	US 287W TO 0.1 MILES EAST OF ASH DRIVE (MPT 589.447)	<b>Total Obligated:</b>	\$627,235
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT AND PAVEMENT MARKINGS	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$627,235  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$977,843
<b>CSJ Number:</b>	0173-01-048	<b>State:</b>	\$244,461
<b>Project Name:</b>	SH 34	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	IH 45G TO KAUFMAN COUNTY LINE	<b>Total Obligated:</b>	\$1,222,304
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT AND PAVEMENT MARKINGS	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,222,304  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$258,398
<b>CSJ Number:</b>	0173-02-070	<b>State:</b>	\$0
<b>Project Name:</b>	SH 34	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	0.418 MILES NORTH OF ELLIS COUNTY LINE TO 1.732 MILES SOUTHWEST OF FM 1388	<b>Total Obligated:</b>	\$258,398
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROFILE PAVEMENT MARKINGS	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$258,398  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$169,235
<b>CSJ Number:</b>	0173-04-051	<b>State:</b>	\$0
<b>Project Name:</b>	SH 34	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	NORTH KAUFMAN CITY LIMIT TO JCT US 80	<b>Total Obligated:</b>	\$169,235
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROFILE PAVEMENT MARKINGS	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$169,235  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$412,636
<b>CSJ Number:</b>	0196-03-267	<b>State:</b>	\$45,848
<b>Project Name:</b>	IH 35E	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	EMPIRE CENTRAL TO SL 12	<b>Total Obligated:</b>	\$458,484
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALLATION OF FIBER OPTIC CABLE	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$458,484  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$522,477
<b>CSJ Number:</b>	0197-02-110	<b>State:</b>	\$130,619
<b>Project Name:</b>	US 175	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT IH 20	<b>Total Obligated:</b>	\$653,096
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPAIR WB TO SB CONNECTOR RAMP	<b>Let Date:</b>	Feb-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jul-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$653,096  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$182,274
<b>CSJ Number:</b>	0197-02-111	<b>State:</b>	\$45,569
<b>Project Name:</b>	US 175	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT SAINT AUGUSTINE ROAD	<b>Total Obligated:</b>	\$227,843
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPAIR DAMAGED 33" STORM DRAIN RCP	<b>Let Date:</b>	Jan-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Oct-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$227,843  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$2,793,983
<b>CSJ Number:</b>	0197-02-112	<b>State:</b>	\$698,496
<b>Project Name:</b>	US 175	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	IH 20 TO KAUFMAN COUNTY LINE	<b>Total Obligated:</b>	\$3,492,478
		<b>TDCs:</b>	0
<b>Work Type:</b>	MILL, CONCRETE FULL DEPTH REPAIR AND ACP OVERLAY ON FRONTAGE ROADS	<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$3,492,478  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$613,087
<b>CSJ Number:</b>	0197-02-114	<b>State:</b>	\$0
<b>Project Name:</b>	US 175	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	0.5 MILES WEST OF SIMONDS TO 1800' EAST OF MALLOY BRIDGE ROAD	<b>Total Obligated:</b>	\$613,087
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL SAFETY LIGHTING	<b>Let Date:</b>	Apr-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Jul-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$613,087  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$214,683
<b>CSJ Number:</b>	0197-03-068	<b>State:</b>	\$23,854
<b>Project Name:</b>	US 175	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	0.5 MILES WEST OF FM 1389 TO 0.5 MILES EAST OF FM 1389	<b>Total Obligated:</b>	\$238,537
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL SAFETY LIGHTING	<b>Let Date:</b>	Apr-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jul-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$238,537  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$295,926
<b>CSJ Number:</b>	0197-12-006	<b>State:</b>	\$73,982
<b>Project Name:</b>	BU 175D	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	US 175 IN KEMP TO 0.3 MILES NORTH OF CR 4024	<b>Total Obligated:</b>	\$369,908
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT AND PAVEMENT MARKINGS, MAILBOXES	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$369,908  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$270,193
<b>CSJ Number:</b>	0197-13-005	<b>State:</b>	\$67,548
<b>Project Name:</b>	BU 175E	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	US 175 IN MABANK TO HENDERSON COUNTY LINE	<b>Total Obligated:</b>	\$337,742
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT AND PAVEMENT MARKINGS, MAILBOXES	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$337,742  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$177,382
<b>CSJ Number:</b>	0261-03-065	<b>State:</b>	\$19,709
<b>Project Name:</b>	US 67	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	0.1 MILES SOUTH OF RED BIRD MP TO 0.1 MILES NORTH OF STATE LOOP 12	<b>Total Obligated:</b>	\$197,091
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL PROTECTION	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$197,091  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$135,757
<b>CSJ Number:</b>	0261-03-066	<b>State:</b>	\$33,939
<b>Project Name:</b>	US 67	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	IH 20 TO 0.2 MILES NORTH OF CAMP WISDOM ROAD	<b>Total Obligated:</b>	\$169,697
		<b>TDCs:</b>	0
<b>Work Type:</b>	LANDSCAPE DEVELOPMENT TO INCLUDE TREE & SHRUB PLANTING AND IRRIGATION	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	10
		<b>Est Completion Date:</b>	Apr-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$169,697  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$32,405
<b>CSJ Number:</b>	0280-04-006	<b>State:</b>	\$8,101
<b>Project Name:</b>	BS 78-E	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SH 78 TO FM 2194	<b>Total Obligated:</b>	\$40,506
		<b>TDCs:</b>	0
<b>Work Type:</b>	FULL DEPTH CONCRETE REPAIR	<b>Let Date:</b>	Feb-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$40,506  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$253,867
<b>CSJ Number:</b>	0281-02-070	<b>State:</b>	\$63,467
<b>Project Name:</b>	SH 78	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	DALLAS COUNTY LINE TO SPRING CREEK PARKWAY	<b>Total Obligated:</b>	\$317,334
		<b>TDCs:</b>	0
<b>Work Type:</b>	FULL DEPTH CONCRETE REPAIR	<b>Let Date:</b>	Feb-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$317,334  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,396,465
<b>CSJ Number:</b>	0442-02-148	<b>State:</b>	\$155,163
<b>Project Name:</b>	IH 35E	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	IH 20 TO STATE LOOP 12	<b>Total Obligated:</b>	\$1,551,628
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL HIGH MAST ILLUMINATION	<b>Let Date:</b>	Dec-2013
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Oct-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,551,628  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$55,671
<b>CSJ Number:</b>	0442-02-155	<b>State:</b>	\$6,186
<b>Project Name:</b>	IH 35E	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	0.1 MILES SOUTH OF OVERTON TO 0.1 MILES NORTH OF 12TH STREET MP	<b>Total Obligated:</b>	\$61,857
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL PROTECTION	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$61,857  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$237,393
<b>CSJ Number:</b>	0442-02-156	<b>State:</b>	\$26,377
<b>Project Name:</b>	IH 35E	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	ELLIS/DALLAS COUNTY LINES TO 8TH STREET	<b>Total Obligated:</b>	\$263,770
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL SIGNING FOR TRUCK LANE RESTRICTIONS	<b>Let Date:</b>	Apr-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jul-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$263,770  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$101,740
<b>CSJ Number:</b>	0442-03-040	<b>State:</b>	\$11,304
<b>Project Name:</b>	IH 35E	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	US 77 MERGE (NORTH) TO ELLIS/DALLAS COUNTY LINE	<b>Total Obligated:</b>	\$113,044
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL SIGNING FOR TRUCK LANE RESTRICTIONS	<b>Let Date:</b>	Apr-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jul-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$113,044  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$239,988
<b>CSJ Number:</b>	0451-01-050	<b>State:</b>	\$0
<b>Project Name:</b>	SH 205	<b>Local:</b>	\$0
<b>County Name:</b>	ROCKWALL	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	KAUFMAN COUNTY LINE TO JCT IH 30	<b>Total Obligated:</b>	\$239,988
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROFILE PAVEMENT MARKINGS	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$239,988  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,531,241
<b>CSJ Number:</b>	0451-04-020	<b>State:</b>	\$382,810
<b>Project Name:</b>	SH 205	<b>Local:</b>	\$0
<b>County Name:</b>	ROCKWALL	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SOUTH OF WEST HEATH STREET TO JOHN KING BLVD	<b>Total Obligated:</b>	\$1,914,051
		<b>TDCs:</b>	0
<b>Work Type:</b>	REHABILITATION OF EXISTING ROADWAY	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jun-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,914,051  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$759,764
<b>CSJ Number:</b>	0495-01-063	<b>State:</b>	\$84,418
<b>Project Name:</b>	IH 20	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SP 557 TO VAN ZANDT COUNTY LINE	<b>Total Obligated:</b>	\$844,183
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT; PAVEMENT MARKINGS; MAIN LANES; SHOULDERS; AND RAMPS	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$844,183  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$452,504
<b>CSJ Number:</b>	0522-01-021	<b>State:</b>	\$0
<b>Project Name:</b>	SH 243	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	JCT SH 34 TO VAN ZANDT COUNTY LINE	<b>Total Obligated:</b>	\$452,504
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROFILE PAVEMENT MARKINGS	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$452,504  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$153,718
<b>CSJ Number:</b>	0561-01-021	<b>State:</b>	\$0
<b>Project Name:</b>	SH 274	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	HENDERSON COUNTY LINE TO JCT US 175	<b>Total Obligated:</b>	\$153,718
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROFILE PAVEMENT MARKINGS	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$153,718  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,801,289
<b>CSJ Number:</b>	0568-01-048	<b>State:</b>	\$450,322
<b>Project Name:</b>	SH 34	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	US 377 TO IH 45G	<b>Total Obligated:</b>	\$2,251,612
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT AND PAVEMENT MARKINGS	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$2,251,612  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$276,589
<b>CSJ Number:</b>	0581-01-140	<b>State:</b>	\$69,147
<b>Project Name:</b>	SL 12	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	IH 30 TO FERGUSON ROAD	<b>Total Obligated:</b>	\$345,736
		<b>TDCs:</b>	0
<b>Work Type:</b>	LANDSCAPE DEVELOPMENT TO INCLUDE TREE & SCHRUB PLANTING AND IRRIGATION	<b>Let Date:</b>	Oct-2014
		<b>Funding Category:</b>	10
		<b>Est Completion Date:</b>	Jul-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$345,736  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$304,702
<b>CSJ Number:</b>	0581-02-139	<b>State:</b>	\$76,175
<b>Project Name:</b>	SL 12	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	COCKRELL HILL ROAD TO ANDERSON STREET	<b>Total Obligated:</b>	\$380,877
		<b>TDCs:</b>	0
<b>Work Type:</b>	BRIDGE DECK AND JOINT REPAIRS	<b>Let Date:</b>	Apr-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	May-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$380,877  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$2,773,285
<b>CSJ Number:</b>	0581-02-140	<b>State:</b>	\$693,321
<b>Project Name:</b>	SL 12	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SP 408 TO WEST FORK OF TRINITY RIVER	<b>Total Obligated:</b>	\$3,466,606
		<b>TDCs:</b>	0
<b>Work Type:</b>	FULL DEPTH REPAIR, MILL AND OVERLAY	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jul-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$3,466,606  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,712,128
<b>CSJ Number:</b>	0596-02-038	<b>State:</b>	\$428,032
<b>Project Name:</b>	FM 66	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT OAK BRANCH	<b>Total Obligated:</b>	\$2,140,159
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE BRIDGE AND APPROACHES	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	6
		<b>Est Completion Date:</b>	Nov-2016

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$2,140,159  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$43,147
<b>CSJ Number:</b>	0619-03-058	<b>State:</b>	\$10,787
<b>Project Name:</b>	FM 544	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	DUBLIN ROAD TO SH 78	<b>Total Obligated:</b>	\$53,933
		<b>TDCs:</b>	0
<b>Work Type:</b>	FULL DEPTH REPAIR	<b>Let Date:</b>	Feb-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$53,933  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$880,000
<b>CSJ Number:</b>	0619-05-036	<b>State:</b>	\$220,000
<b>Project Name:</b>	FM 544	<b>Local:</b>	\$0
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT KCS RR, EAST OF FM 2281	<b>Total Obligated:</b>	\$1,100,000
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE BRIDGE AND APPROACHES	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	6
		<b>Est Completion Date:</b>	Sep-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,100,000  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$4,921,252
<b>CSJ Number:</b>	0619-05-036	<b>State:</b>	\$1,230,313
<b>Project Name:</b>	FM 544	<b>Local:</b>	\$0
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT KCS RR, EAST OF FM 2281	<b>Total Obligated:</b>	\$6,151,565
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE BRIDGE AND APPROACHES	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Sep-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$6,151,565  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$270,193
<b>CSJ Number:</b>	0697-03-026	<b>State:</b>	\$67,548
<b>Project Name:</b>	FM 429	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	US 80 TO IH 20	<b>Total Obligated:</b>	\$337,742
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT AND PAVEMENT MARKINGS	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$337,742  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$476,055
<b>CSJ Number:</b>	0697-04-017	<b>State:</b>	\$119,014
<b>Project Name:</b>	FM 90	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SH 198 TO FM 1836	<b>Total Obligated:</b>	\$595,069
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT AND PAVEMENT MARKINGS	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$595,069  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$148,420
<b>CSJ Number:</b>	0712-03-011	<b>State:</b>	\$0
<b>Project Name:</b>	FM 916	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	JOHNSON COUNTY LINE TO FM 66	<b>Total Obligated:</b>	\$148,420
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROFILE PAVEMENT MARKINGS	<b>Let Date:</b>	Jan-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Oct-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$148,420  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$10,640,026
<b>CSJ Number:</b>	0751-02-023	<b>State:</b>	\$2,660,007
<b>Project Name:</b>	FM 148	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 1390 SOUTH TO US 175 SOUTH	<b>Total Obligated:</b>	\$13,300,033
		<b>TDCs:</b>	0
<b>Work Type:</b>	REHABILITATION OF EXISTING ROADWAY	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Oct-2016

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$13,300,033  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$160,778
<b>CSJ Number:</b>	0815-08-029	<b>State:</b>	\$0
<b>Project Name:</b>	FM 663	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 875 TO US 287	<b>Total Obligated:</b>	\$160,778
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROFILE PAVEMENT MARKINGS	<b>Let Date:</b>	Jan-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Oct-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$160,778  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,329,877
<b>CSJ Number:</b>	0816-02-053	<b>State:</b>	\$332,469
<b>Project Name:</b>	FM 455	<b>Local:</b>	\$0
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT BOOM CREEK	<b>Total Obligated:</b>	\$1,662,347
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE EXISTING BRIDGE AND APPROACHES	<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	6
		<b>Est Completion Date:</b>	Mar-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,662,347  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,600,679
<b>CSJ Number:</b>	0816-02-070	<b>State:</b>	\$265,557
<b>Project Name:</b>	FM 455	<b>Local:</b>	\$0
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	EAST OF CLEAR CREEK RD TO 0.2 MILE WEST OF INDIAN TRAIL ROAD	<b>Total Obligated:</b>	\$1,866,236
		<b>TDCs:</b>	0
<b>Work Type:</b>	IMPROVE HORIZONTAL AND VERTICAL ALIGNMENT, CONSTRUCT WIDENED RURAL HIGHWAY	<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Mar-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,866,236  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$35,001
<b>CSJ Number:</b>	0816-02-078	<b>State:</b>	\$3,889
<b>Project Name:</b>	FM 455	<b>Local:</b>	\$0
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT UP RAILROAD TO DOT NO. 795294H	<b>Total Obligated:</b>	\$38,890
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL GRADE CROSSING WARNING DEVICES	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	May-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$38,890  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$411,723
<b>CSJ Number:</b>	0816-03-017	<b>State:</b>	\$102,931
<b>Project Name:</b>	FM 455	<b>Local:</b>	\$0
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	BS 377-E TO COLLIN COUNTY LINE	<b>Total Obligated:</b>	\$514,654
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT, PAVEMENT MARKINGS, AND MAILBOXES	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$514,654  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$6,038,941
<b>CSJ Number:</b>	0816-04-047	<b>State:</b>	\$817,534
<b>Project Name:</b>	FM 455	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	CR 98 TO FM 3356	<b>Total Obligated:</b>	\$6,856,475
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	<b>Let Date:</b>	Apr-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jul-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$6,856,475  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$450,726
<b>CSJ Number:</b>	0816-05-020	<b>State:</b>	\$0
<b>Project Name:</b>	FM 2862	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SH 5 TO FM 545	<b>Total Obligated:</b>	\$450,726
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROFILE PAVEMENT MARKINGS	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$450,726  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,443,942
<b>CSJ Number:</b>	0918-00-185	<b>State:</b>	\$360,986
<b>Project Name:</b>	VA	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	VARIOUS LOCATIONS TO DALLAS DISTRICT	<b>Total Obligated:</b>	\$1,804,928
		<b>TDCs:</b>	0
<b>Work Type:</b>	NON-SITE SPECIFIC SIGNAL CONTRACT ON NEW LOCATIONS	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Dec-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,804,928  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$377,896
<b>CSJ Number:</b>	0918-00-228	<b>State:</b>	\$94,474
<b>Project Name:</b>	VA	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT VARIOUS LOCATIONS TO DALLAS DISTRICT	<b>Total Obligated:</b>	\$472,371
		<b>TDCs:</b>	0
<b>Work Type:</b>	NON-SITE SPECIFIC INSTALLATION OF GUIDE SIGNS ON NEW LOCATIONS (ON-SYSTEM)	<b>Let Date:</b>	Feb-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Dec-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$472,371  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,222,304
<b>CSJ Number:</b>	0918-00-245	<b>State:</b>	\$305,576
<b>Project Name:</b>	VA	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	VARIOUS HIGHWAYS TO DALLAS DISTRICT	<b>Total Obligated:</b>	\$1,527,879
		<b>TDCs:</b>	0
<b>Work Type:</b>	RE-STRIPE FY 2014 SEAL COAT ROADWAYS	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,527,879  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$160,000
<b>CSJ Number:</b>	0918-00-250	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$40,000
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	ALL HOV/HOT LANES IN DALLAS AREA	<b>Total Obligated:</b>	\$200,000
		<b>TDCs:</b>	0
<b>Work Type:</b>	INTEGRATING TRANSIT RELATED PRICING INCENTIVES IN SUPPORT OF MANAGED LANES	<b>Let Date:</b>	Aug-2015
		<b>Funding Category:</b>	10
		<b>Est Completion Date:</b>	May-2016

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$200,000  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$449,619
<b>CSJ Number:</b>	0918-11-087	<b>State:</b>	\$49,958
<b>Project Name:</b>	CS	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	ROCKWALL STREET AT UP RR TO DOT NO. 794780U	<b>Total Obligated:</b>	\$499,577
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL GRADE CROSSING WARNING DEVICES	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	May-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$499,577  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$349,572
<b>CSJ Number:</b>	0918-22-143	<b>State:</b>	\$87,393
<b>Project Name:</b>	CR	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	CARTWRIGHT ROAD AT BIG ONION CREEK TRIBUTARY	<b>Total Obligated:</b>	\$436,965
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE BRIDGE AND APPROACHES	<b>Let Date:</b>	Mar-2014
		<b>Funding Category:</b>	6
		<b>Est Completion Date:</b>	Jan-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$436,965  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$259,589
<b>CSJ Number:</b>	0918-22-144	<b>State:</b>	\$64,897
<b>Project Name:</b>	CR	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	WEST ROAD TO AT LITTLE ONION CREEK TRIBUTARY	<b>Total Obligated:</b>	\$324,486
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE BRIDGE AND APPROACHES	<b>Let Date:</b>	Mar-2014
		<b>Funding Category:</b>	6
		<b>Est Completion Date:</b>	Jan-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$324,486  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$216,317
<b>CSJ Number:</b>	0918-22-153	<b>State:</b>	\$23,935
<b>Project Name:</b>	CS	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	NORTHEAST MAIN STREET IN ENNIS TO UP RR; DOT NO. 765538H	<b>Total Obligated:</b>	\$240,252
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL GRADE CROSSING WARNING DEVICES	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	May-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$240,252  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$386,453
<b>CSJ Number:</b>	0918-24-177	<b>State:</b>	\$0
<b>Project Name:</b>	CS	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT MURPHY MIDDLE SCHOOL TO CITY OF MURPHY	<b>Total Obligated:</b>	\$386,453
		<b>TDCs:</b>	0
<b>Work Type:</b>	REDESIGN CROSSWALK AND TRAFFIC CALMING DEVICES 2009 SAFE ROUTES TO SCHOOL PROGRAM	<b>Let Date:</b>	Oct-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Jul-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$386,453  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$207,990
<b>CSJ Number:</b>	0918-24-208	<b>State:</b>	\$3,110
<b>Project Name:</b>	CS	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	CR 653 AT KCS RAILROAD TO DOT NO. 331716S	<b>Total Obligated:</b>	\$211,100
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL GRADE CROSSING WARNING DEVICES	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	May-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$211,100  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$577,440
<b>CSJ Number:</b>	0918-24-209	<b>State:</b>	\$32,180
<b>Project Name:</b>	CS	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	WESTGATE WAY AT KCS RR TO DOT NO. 022362X	<b>Total Obligated:</b>	\$609,620
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL GRADE CROSSING WARNING DEVICES	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	May-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$609,620  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$268,830
<b>CSJ Number:</b>	0918-24-210	<b>State:</b>	\$29,870
<b>Project Name:</b>	CS	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SANDEN ROAD AT KCS RR IN WYLIE TO DOT NO. 022363E	<b>Total Obligated:</b>	\$298,700
		<b>TDCs:</b>	0
<b>Work Type:</b>	UPGRADE CROSSING WARNING DEVICES	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	May-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$298,700  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,368,314
<b>CSJ Number:</b>	0918-45-731	<b>State:</b>	\$171,039
<b>Project Name:</b>	CS	<b>Local:</b>	\$171,039
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	ON PLEASANT RUN ROAD AT BEE BRANCH TO CITY OF DESOTO	<b>Total Obligated:</b>	\$1,710,393
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE BRIDGE AND APPROACHES	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	6
		<b>Est Completion Date:</b>	Jan-2016

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,710,393  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$2,455,321
<b>CSJ Number:</b>	0918-45-761	<b>State:</b>	\$613,830
<b>Project Name:</b>	CS	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SOUTH MARSALIS AVENUE AT FIVEMILE CREEK	<b>Total Obligated:</b>	\$3,069,151
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE BRIDGE AND APPROACHES	<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	6
		<b>Est Completion Date:</b>	Jul-2016

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$3,069,151  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$162,362
<b>CSJ Number:</b>	0918-46-275	<b>State:</b>	\$18,040
<b>Project Name:</b>	CS	<b>Local:</b>	\$0
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	CRAWFORD STREET AT UP RR TO DOT NO. 795330B	<b>Total Obligated:</b>	\$180,402
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL GRADE CROSSING WARNING DEVICES	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	May-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$180,402  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$2,010,367
<b>CSJ Number:</b>	0918-47-052	<b>State:</b>	\$502,592
<b>Project Name:</b>	VA	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	VARIOUS LOCATIONS ON STATE HIGHWAYS TO DALLAS COUNTY	<b>Total Obligated:</b>	\$2,512,959
		<b>TDCs:</b>	0
<b>Work Type:</b>	CONSTRUCT CURB RAMPS ON IH 635, SH 114, SH 161, SH 183, SH 356 AND SH 348 IN DALLAS, IRVING AND FARMERS BRANCH	<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	10
		<b>Est Completion Date:</b>	Dec-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$2,512,959  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$167,263
<b>CSJ Number:</b>	1012-02-034	<b>State:</b>	\$41,816
<b>Project Name:</b>	FM 545	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	COUNTY ROAD 475 TO PILOT GROVE CREEK (.15 MILES EAST OF 1377)	<b>Total Obligated:</b>	\$209,078
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT, PAVEMENT MARKINGS, AND MAILBOXES	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$209,078  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,602,208
<b>CSJ Number:</b>	1012-03-017	<b>State:</b>	\$195,276
<b>Project Name:</b>	FM 981	<b>Local:</b>	\$195,276
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT INDIAN CREEK AND RELIEF #2	<b>Total Obligated:</b>	\$1,992,760
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE BRIDGE AND APPROACHES	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Aug-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,992,760  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$3,407,079
<b>CSJ Number:</b>	1013-01-028	<b>State:</b>	\$378,564
<b>Project Name:</b>	FM 546	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	WEST OF THE CROSSINGS ROAD TO FM 982	<b>Total Obligated:</b>	\$3,785,643
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Nov-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$3,785,643  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,838,245
<b>CSJ Number:</b>	1013-01-028	<b>State:</b>	\$459,561
<b>Project Name:</b>	FM 546	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	WEST OF THE CROSSINGS ROAD TO FM 982	<b>Total Obligated:</b>	\$2,297,806
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Nov-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$2,297,806  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$257,327
<b>CSJ Number:</b>	1013-01-032	<b>State:</b>	\$64,332
<b>Project Name:</b>	FM 546	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SH 5 TO CR 324	<b>Total Obligated:</b>	\$321,659
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT AND PAVEMENT MARKINGS	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$321,659  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$7,046,780
<b>CSJ Number:</b>	1016-01-027	<b>State:</b>	\$1,761,695
<b>Project Name:</b>	FM 551	<b>Local:</b>	\$0
<b>County Name:</b>	ROCKWALL	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	NORTH OF IH 30 TO SH 66	<b>Total Obligated:</b>	\$8,808,476
		<b>TDCs:</b>	0
<b>Work Type:</b>	REHABILITATE EXISTING ROADWAY	<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Oct-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$8,808,476  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$566,120
<b>CSJ Number:</b>	1310-01-041	<b>State:</b>	\$141,530
<b>Project Name:</b>	FM 407	<b>Local:</b>	\$0
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 156 TO FM 1830	<b>Total Obligated:</b>	\$707,649
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT AND PAVEMENT MARKINGS	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$707,649  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$73,090
<b>CSJ Number:</b>	1310-01-042	<b>State:</b>	\$8,121
<b>Project Name:</b>	FM 407	<b>Local:</b>	\$0
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT UP RR IN ARGYLE TO DOT NO. 795335K	<b>Total Obligated:</b>	\$81,211
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL CROSSING WARNING DEVICES AND PREEMPTION	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	May-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A

**Amt Obligated in the Program Year (2014):** \$81,211

**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,866,832
<b>CSJ Number:</b>	1315-01-021	<b>State:</b>	\$466,708
<b>Project Name:</b>	FM 1385	<b>Local:</b>	\$0
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	0.198 MILES SOUTH OF MUSTANG CREEK TO 0.200 MILES NORTH OF MUSTANG CREEK	<b>Total Obligated:</b>	\$2,333,540
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE BRIDGE AND APPROACHES	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	6
		<b>Est Completion Date:</b>	Jun-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A

**Amt Obligated in the Program Year (2014):** \$2,333,540

**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$353,200
<b>CSJ Number:</b>	1315-01-023	<b>State:</b>	\$46,800
<b>Project Name:</b>	FM 1385	<b>Local:</b>	\$41,500
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT MUSTANG CREEK	<b>Total Obligated:</b>	\$441,500
		<b>TDCs:</b>	0
<b>Work Type:</b>	RIGHT OF WAY ACQUISITION & RELOCATION	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	S102
		<b>Est Completion Date:</b>	Jun-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A

**Amt Obligated in the Program Year (2014):** \$441,500

**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$8,216,120
<b>CSJ Number:</b>	1315-01-025	<b>State:</b>	\$1,554,030
<b>Project Name:</b>	FM 1385	<b>Local:</b>	\$0
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	US 380 TO APPROX. 2 MILES NORTH OF FM 428	<b>Total Obligated:</b>	\$9,770,149
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Jun-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$9,770,149  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$331,916
<b>CSJ Number:</b>	1318-01-015	<b>State:</b>	\$0
<b>Project Name:</b>	FM 1181	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	OIL FIELD RD (C-S BREAK) TO IH 45	<b>Total Obligated:</b>	\$331,916
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROFILE PAVEMENT MARKINGS	<b>Let Date:</b>	Jan-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Oct-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$331,916  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$681,917
<b>CSJ Number:</b>	1391-01-019	<b>State:</b>	\$170,479
<b>Project Name:</b>	FM 1377	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 75 TO FM 545	<b>Total Obligated:</b>	\$852,396
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT, PAVEMENT MARKINGS, AND MAILBOXES	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$852,396  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$914,997
<b>CSJ Number:</b>	1392-01-035	<b>State:</b>	\$228,999
<b>Project Name:</b>	FM 1378	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	585 SOUTH OF WHITE ROCK CREEK TO NORTH OF WHITE ROCK CREEK	<b>Total Obligated:</b>	\$1,143,996
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE BRIDGE AND APPROACHES	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	6
		<b>Est Completion Date:</b>	Jul-2016

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,143,996  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$480,000
<b>CSJ Number:</b>	1392-01-037	<b>State:</b>	\$120,000
<b>Project Name:</b>	FM 1378	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	NORTH OF WHITE ROCK CREEK TO SOUTH OF VINECREST LANE / JESSICA LANE	<b>Total Obligated:</b>	\$600,000
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jul-2016

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$600,000  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$181,200
<b>CSJ Number:</b>	1392-01-038	<b>State:</b>	\$32,300
<b>Project Name:</b>	FM 1378	<b>Local:</b>	\$13,000
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	585 SOUTH OF WHITE ROCK CREEK TO NORTH OF WHITE ROCK CREEK	<b>Total Obligated:</b>	\$226,500
		<b>TDCs:</b>	0
<b>Work Type:</b>	RIGHT OF WAY AQUISITION AND UTILITY ADJUSTMENTS	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	S102
		<b>Est Completion Date:</b>	Apr-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$226,500  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$334,525
<b>CSJ Number:</b>	1394-02-025	<b>State:</b>	\$83,631
<b>Project Name:</b>	FM 1387	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	BS 287-Q TO FM 664	<b>Total Obligated:</b>	\$418,156
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT, PAVEMENT MARKINGS, AND MAILBOXES	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$418,156  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$5,087,780
<b>CSJ Number:</b>	1451-01-024	<b>State:</b>	\$1,271,945
<b>Project Name:</b>	FM 55	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SH 34 TO 0.14 MILES SOUTH OF NASH HOWARD ROAD	<b>Total Obligated:</b>	\$6,359,725
		<b>TDCs:</b>	0
<b>Work Type:</b>	REHABILITATE EXISTING PAVEMENT	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Dec-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$6,359,725  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$360,258
<b>CSJ Number:</b>	1568-02-011	<b>State:</b>	\$0
<b>Project Name:</b>	FM 407	<b>Local:</b>	\$90,064
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	WISE COUNTY LINE TO FM 156	<b>Total Obligated:</b>	\$450,322
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT AND PAVEMENT MARKINGS	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$450,322  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$165,722
<b>CSJ Number:</b>	1974-01-010	<b>State:</b>	\$0
<b>Project Name:</b>	FM 1181	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SH 34 TO OIL FIELD ROAD (CONTROL SECTION BREAK)	<b>Total Obligated:</b>	\$165,722
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROFILE PAVEMENT MARKINGS	<b>Let Date:</b>	Jan-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Oct-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$165,722  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$308,792
<b>CSJ Number:</b>	2247-01-010	<b>State:</b>	\$77,198
<b>Project Name:</b>	FM 2194	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	BS 78-E TO HUNT COUNTY LINE	<b>Total Obligated:</b>	\$385,991
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT, PAVEMENT MARKINGS, AND MAILBOXES	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$385,991  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$32,244
<b>CSJ Number:</b>	2250-01-026	<b>State:</b>	\$8,061
<b>Project Name:</b>	SL 288	<b>Local:</b>	\$0
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AUDRA LANE TO US 377 / US 380	<b>Total Obligated:</b>	\$40,305
		<b>TDCs:</b>	0
<b>Work Type:</b>	FULL DEPTH CONCRETE REPAIR	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Dec-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$40,305  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$4,716,059
<b>CSJ Number:</b>	2250-02-016	<b>State:</b>	\$1,179,015
<b>Project Name:</b>	SL 288	<b>Local:</b>	\$0
<b>County Name:</b>	DENTON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	IH 35 TO US 377 / US 380	<b>Total Obligated:</b>	\$5,895,074
		<b>TDCs:</b>	0
<b>Work Type:</b>	FULL DEPTH CONCRETE PAVEMENT REPAIR	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Dec-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$5,895,074  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$38,635
<b>CSJ Number:</b>	2374-04-073	<b>State:</b>	\$4,293
<b>Project Name:</b>	IH 20	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	0.1 MI WEST OF CEDAR RIDGE TO 0.1 MILES EAST OF CEDAR RIDGE	<b>Total Obligated:</b>	\$42,927
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL PROTECTION	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$42,927  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$2,978,467
<b>CSJ Number:</b>	2374-07-067	<b>State:</b>	\$330,941
<b>Project Name:</b>	IH 635	<b>Local:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	BELTLINE ROAD TO FARMERS BRANCH CREEK	<b>Total Obligated:</b>	\$3,309,407
		<b>TDCs:</b>	0
<b>Work Type:</b>	FULL DEPTH REPAIR AND MILL AND OVERLAY MAINLANES AND FRONTAGE ROADS	<b>Let Date:</b>	Apr-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jul-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$3,309,407  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$9,326,922
<b>CSJ Number:</b>	2512-01-011	<b>State:</b>	\$1,912,321
<b>Project Name:</b>	FM 2728	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	US 80 TO FM 429 (NORTH)	<b>Total Obligated:</b>	\$11,239,243
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Nov-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$11,239,243  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$5,106,935
<b>CSJ Number:</b>	2512-03-007	<b>State:</b>	\$968,046
<b>Project Name:</b>	FM 2728	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SH 34 TO IH 20	<b>Total Obligated:</b>	\$6,074,982
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Aug-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$6,074,982  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$2,250,210
<b>CSJ Number:</b>	2678-01-009	<b>State:</b>	\$562,553
<b>Project Name:</b>	FM 428	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	DENTON COUNTY LINE TO FM 455	<b>Total Obligated:</b>	\$2,812,763
		<b>TDCs:</b>	0
<b>Work Type:</b>	SHOULDER WIDENING, BASE REPAIR, UNDERSEAL AND LEVEL-UP	<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$2,812,763  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$118,161
<b>CSJ Number:</b>	2679-01-015	<b>State:</b>	\$29,540
<b>Project Name:</b>	FM 2514	<b>Local:</b>	\$0
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	PLANO CITY LIMITS TO FM 2551	<b>Total Obligated:</b>	\$147,701
		<b>TDCs:</b>	0
<b>Work Type:</b>	FULL DEPTH CONCRETE REPAIR	<b>Let Date:</b>	Feb-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$147,701  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$38,599
<b>CSJ Number:</b>	2978-01-006	<b>State:</b>	\$0
<b>Project Name:</b>	FM 1193	<b>Local:</b>	\$9,650
<b>County Name:</b>	COLLIN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	BS 289-D TO SH 289	<b>Total Obligated:</b>	\$48,249
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT, PAVEMENT MARKINGS, AND MAILBOXES	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$48,249  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$77,198
<b>CSJ Number:</b>	2984-01-015	<b>State:</b>	\$19,300
<b>Project Name:</b>	SH 34	<b>Local:</b>	\$0
<b>County Name:</b>	ELLIS	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	US 77 TO IH 35E	<b>Total Obligated:</b>	\$96,498
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT AND PAVEMENT MARKINGS	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2017

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$96,498  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$3,009,988
<b>CSJ Number:</b>	3089-01-010	<b>State:</b>	\$752,497
<b>Project Name:</b>	FM 3039	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 1389 TO FM 148	<b>Total Obligated:</b>	\$3,762,486
		<b>TDCs:</b>	0
<b>Work Type:</b>	REHABILITATE EXISTING ROADWAY	<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jul-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$3,762,486  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$142,904
<b>CSJ Number:</b>	3426-01-003	<b>State:</b>	\$0
<b>Project Name:</b>	FM 3396	<b>Local:</b>	\$0
<b>County Name:</b>	KAUFMAN	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 2613 TO SH 274	<b>Total Obligated:</b>	\$142,904
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROFILE PAVEMENT MARKINGS	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$142,904  
**Amt of Funds Remaining and Available for Use:** N/A

**Total Federal Funds Obligated in FY 2014 (Grouped Projects): \$145,457,528**



**FY2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Transit Projects**

<b>Project ID:</b>	11316	<b>Federal Cost:</b>	\$12,060,000
<b>Grant Number:</b>	TX-95-X064-02	<b>State Cost:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Cost:</b>	\$3,015,000
<b>Agency Name:</b>	DALLAS AREA RAPID TRANSIT	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$15,075,000
<b>Work Type:</b>	NORTHWEST COORIDOR LIGHT RAIL BED, TRACK OVERHEADS AND FACILITIES FOR TRANSIT MALL	<b>TDCs:</b>	0
		<b>Let Date:</b>	Feb-2014
		<b>Funding Category:</b>	5
		<b>Est Completion Date</b>	Dec-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$15,075,000  
**Amt Obligated in the Program Year (2014):** \$15,075,000  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	11584	<b>Federal Cost:</b>	\$3,801,600
<b>Grant Number:</b>	TX-95-X064-01	<b>State Cost:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Cost:</b>	\$950,400
<b>Agency Name:</b>	DALLAS AREA RAPID TRANSIT	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$4,752,000
<b>Work Type:</b>	CONSTRUCT SECOND TRACK FROM DALLAS/TARRANT COUNTY LINE (AT VALLEY VIEW LN) TO WEST IRVING STATION	<b>TDCs:</b>	0
		<b>Let Date:</b>	Dec-2013
		<b>Funding Category:</b>	5
		<b>Est Completion Date</b>	Dec-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$4,752,000  
**Amt Obligated in the Program Year (2014):** \$4,752,000  
**Amt of Funds Remaining and Available for Use:** \$0

**FY2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Transit Projects**

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<b>Project ID:</b>	11959	<b>Federal Cost:</b>	\$12,500,000
<b>Grant Number:</b>	TX-90-Y044	<b>State Cost:</b>	\$0
<b>County Name:</b>	DENTON	<b>Local Cost:</b>	\$3,125,000
<b>Agency Name:</b>	DENTON COUNTY TRANSIT AUTHORITY	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$15,625,000
<b>Work Type:</b>	POSITIVE TRAIN CONTROL IMPLEMENTATION ON THE TRE	<b>TDCs:</b>	0
		<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	7, 5 FLEX
		<b>Est Completion Date</b>	May-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$15,625,000  
**Amt Obligated in the Program Year (2014):** \$15,625,000  
**Amt of Funds Remaining and Available for Use:** \$0

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<b>Project ID:</b>	11960	<b>Federal Cost:</b>	\$12,500,000
<b>Grant Number:</b>	TX-95-X064	<b>State Cost:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Cost:</b>	\$3,125,000
<b>Agency Name:</b>	DALLAS AREA RAPID TRANSIT	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$15,625,000
<b>Work Type:</b>	POSITIVE TRAIN CONTROL IMPLEMENTATION ON THE TRE	<b>TDCs:</b>	0
		<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	7, 5 FLEX
		<b>Est Completion Date</b>	May-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$15,625,000  
**Amt Obligated in the Program Year (2014):** \$15,625,000  
**Amt of Funds Remaining and Available for Use:** \$0

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**FY2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Transit Projects**

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<b>Project ID:</b>	11962	<b>Federal Cost:</b>	\$4,600,000
<b>Grant Number:</b>	TX-95-X064	<b>State Cost:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Cost:</b>	\$1,150,000
<b>Agency Name:</b>	DALLAS AREA RAPID TRANSIT	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$5,750,000
<b>Work Type:</b>	PURCHASE OF NEW LOCOMOTIVE FOR TRE	<b>TDCs:</b>	0
		<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	5
		<b>Est Completion Date</b>	Apr-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$5,750,000  
**Amt Obligated in the Program Year (2014):** \$5,750,000  
**Amt of Funds Remaining and Available for Use:** \$0

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<b>Project ID:</b>	12028.11	<b>Federal Cost:</b>	\$1,388,868
<b>Grant Number:</b>	TX-90-X936-01	<b>State Cost:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Cost:</b>	\$347,217
<b>Agency Name:</b>	DALLAS AREA RAPID TRANSIT	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$1,736,085
<b>Work Type:</b>	FY 2011 PROGRAM OF PROJECTS - AMENDMENT	<b>TDCs:</b>	0
		<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	5307
		<b>Est Completion Date</b>	Jun-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$57,414,637  
**Amt Obligated in the Program Year (2014):** \$1,736,085  
**Amt of Funds Remaining and Available for Use:** \$55,678,552

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**FY2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Transit Projects**

<b>Project ID:</b>	12028.13, 12415.13, 12515.13	<b>Federal Cost:</b>	\$46,166,284
<b>Grant Number:</b>	TX-90-Y030-00	<b>State Cost:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Cost:</b>	\$11,541,572
<b>Agency Name:</b>	DALLAS AREA RAPID TRANSIT	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$57,707,856
<b>Work Type:</b>	FY 2013 PROGRAM OF PROJECTS	<b>TDCs:</b>	0
		<b>Let Date:</b>	Oct-2013
		<b>Funding Category:</b>	5307
		<b>Est Completion Date</b>	Oct-2014

**Amt of Funds Programmed in the TIP (multiphased project):** \$57,707,856  
**Amt Obligated in the Program Year (2014):** \$57,707,856  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	12028.14	<b>Federal Cost:</b>	\$37,000,000
<b>Grant Number:</b>	TX-90-Y030-01	<b>State Cost:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Cost:</b>	\$9,250,000
<b>Agency Name:</b>	DALLAS AREA RAPID TRANSIT	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$46,250,000
<b>Work Type:</b>	FY 2014 PROGRAM OF PROJECTS - AMENDMENT	<b>TDCs:</b>	0
		<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	5307
		<b>Est Completion Date</b>	Jun-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$57,763,445  
**Amt Obligated in the Program Year (2014):** \$46,250,000  
**Amt of Funds Remaining and Available for Use:** \$11,513,445

**FY2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Transit Projects**

<b>Project ID:</b>	12104.12, 12354.12, 12356.12, 12416.12, 12534.12, 12534.12, 12695.12	<b>Federal Cost:</b>	\$3,292,045
<b>Grant Number:</b>	TX-90-X972-02	<b>State Cost:</b>	\$0
<b>County Name:</b>	DENTON	<b>Local Cost:</b>	\$823,012
<b>Agency Name:</b>	DENTON COUNTY TRANSPORTATION AUTHORITY	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$4,115,057
<b>Work Type:</b>	FY 2012 PROGRAM OF PROJECTS	<b>TDCs:</b>	0
		<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	5307
		<b>Est Completion Date</b>	Oct-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$4,417,829  
**Amt Obligated in the Program Year (2014):** \$4,115,057  
**Amt of Funds Remaining and Available for Use:** \$302,772

<b>Project ID:</b>	12104.13, 12356.13, 12416.13, 12465.13, 12534.13	<b>Federal Cost:</b>	\$4,455,167
<b>Grant Number:</b>	TX-90-Y044-00	<b>State Cost:</b>	\$0
<b>County Name:</b>	DENTON	<b>Local Cost:</b>	\$1,395,167
<b>Agency Name:</b>	DENTON COUNTY TRANSPORTATION AUTHORITY	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$5,850,334
<b>Work Type:</b>	FY 2012 PROGRAM OF PROJECTS	<b>TDCs:</b>	0
		<b>Let Date:</b>	Feb-2014
		<b>Funding Category:</b>	5307
		<b>Est Completion Date</b>	Oct-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$5,835,794  
**Amt Obligated in the Program Year (2014):** \$5,850,334  
**Amt of Funds Remaining and Available for Use:** 0

**FY2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Transit Projects**

<b>Project ID:</b>	12109.14, 12551.14, 12675.14	<b>Federal Cost:</b>	\$2,782,374
<b>Grant Number:</b>	TX-90-Y111-00	<b>State Cost:</b>	\$316,245
<b>County Name:</b>	COLLIN	<b>Local Cost:</b>	\$2,192,379
<b>Agency Name:</b>	TEXOMA AREA PARATRANSIT SYSTEM	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$5,290,998
<b>Work Type:</b>	FY 2014 MCKINNEY URBANIZED AREA PROGRAM OF PROJECTS	<b>TDCs:</b>	36,000
		<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	5307
		<b>Est Completion Date</b>	Dec-2016

**Amt of Funds Programmed in the TIP (multiphased project):** \$5,290,998  
**Amt Obligated in the Program Year (2014):** \$5,290,998  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	12151.13, 12154.13, 12205.13, 12206.13, 12244.13, 12245.13, 12247.13, 12372.13, 12373.13, 12567.13, 12576.13, 12628.13, 12662.13, 12663.13, 12664.13, 12666.13, 12667.13, 12679.13	<b>Federal Cost:</b>	\$3,159,506
<b>Grant Number:</b>	TX-90-Y040-00	<b>State Cost:</b>	\$0
<b>County Name:</b>	VARIOUS	<b>Local Cost:</b>	\$368,560
<b>Agency Name:</b>	NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$3,528,066
<b>Work Type:</b>	FY 2013 PROGRAM OF PROJECTS	<b>TDCs:</b>	416,704
		<b>Let Date:</b>	Feb-2014
		<b>Funding Category:</b>	5307
		<b>Est Completion Date</b>	Mar-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$3,528,065  
**Amt Obligated in the Program Year (2014):** \$3,528,066  
**Amt of Funds Remaining and Available for Use:** 0

**FY2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Transit Projects**

<b>Project ID:</b>	12528.14	<b>Federal Cost:</b>	\$8,726,854
<b>Grant Number:</b>	TX-03-0245-13	<b>State Cost:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Cost:</b>	\$5,352,540
<b>Agency Name:</b>	DALLAS AREA RAPID TRANSIT	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$14,079,394
<b>Work Type:</b>	NORTHWEST SOUTHEAST FFGA RAIL BUILD-OUT	<b>TDCs:</b>	0
		<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	5309
		<b>Est Completion Date</b>	Sep-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$14,075,571  
**Amt Obligated in the Program Year (2014):** \$14,079,394  
**Amt of Funds Remaining and Available for Use:** 0

<b>Project ID:</b>	12647.13, 12563.13, 12650.13, 12651.13, 12652.13, 12654.13, 12655.13, 12677.13, 12678.13	<b>Federal Cost:</b>	\$1,648,786
<b>Grant Number:</b>	TX-16-X010-00	<b>State Cost:</b>	\$35,675
<b>County Name:</b>	VARIOUS	<b>Local Cost:</b>	\$1,201,563
<b>Agency Name:</b>	NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$2,886,024
<b>Work Type:</b>	FY 2013 PROGRAM OF PROJECTS	<b>TDCs:</b>	31,200
		<b>Let Date:</b>	Feb-2014
		<b>Funding Category:</b>	5310
		<b>Est Completion Date</b>	Mar-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$3,489,594  
**Amt Obligated in the Program Year (2014):** \$2,886,024  
**Amt of Funds Remaining and Available for Use:** \$603,570

**FY2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Dallas District - Transit Projects**

<b>Project ID:</b>	12657.13	<b>Federal Cost:</b>	\$18,364,458
<b>Grant Number:</b>	TX-54-0001-00	<b>State Cost:</b>	\$0
<b>County Name:</b>	DALLAS	<b>Local Cost:</b>	\$4,591,115
<b>Agency Name:</b>	DALLAS AREA RAPID TRANSIT	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$22,955,573
<b>Work Type:</b>	CAPITAL PREVENTIVE MAINTENANCE AND CENTRAL BUSINESS DISTRICT RAIL REPLACEMENT	<b>TDCs:</b>	0
		<b>Let Date:</b>	Nov-2013
		<b>Funding Category:</b>	5337
		<b>Est Completion Date</b>	Sep-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$22,955,573  
**Amt Obligated in the Program Year (2014):** \$22,955,573  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	12686.12	<b>Federal Cost:</b>	\$498,000
<b>Grant Number:</b>	TX-57-X043-01	<b>State Cost:</b>	\$0
<b>County Name:</b>	VARIOUS	<b>Local Cost:</b>	\$0
<b>Agency Name:</b>	NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$498,000
<b>Work Type:</b>	SMALL TRANSIT PROVIDER PUBLIC TRANSIT'S COLLIN COUNTY MOBILITY MANAGEMENT INITIATIVE	<b>TDCs:</b>	99,600
		<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	5317
		<b>Est Completion Date</b>	Oct-2017

**Amt of Funds Programmed in the TIP (multiphased project):** \$498,000  
**Amt Obligated in the Program Year (2014):** \$498,000  
**Amt of Funds Remaining and Available for Use:** \$0

**Total Federal Funds Obligated in FY 2014 (Transit Projects):** \$172,943,942

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Highway Projects**

<b>Project ID:</b> 54006	<b>Federal:</b> \$5,584,996
<b>CSJ Number:</b> 0008-03-103	<b>State:</b> \$1,183,940
<b>Project Name:</b> IH 20	<b>Local:</b> \$0
<b>County Name:</b> PARKER	<b>Local Contribution:</b> \$0
<b>Limits:</b> IH 20 AT FM 1187	<b>Total Obligated:</b> \$5,919,698
	<b>TDCs:</b> 0
<b>Work Type:</b> WIDEN BRIDGE OVER IH 20 TO ACCOMMODATE 4 THRU LANES AND TURN LANES	<b>Let Date:</b> Aug-2014
	<b>Funding Category:</b> 7
	<b>Est Completion Date:</b> Sep-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$5,584,996  
**Amt Obligated in the Program Year (2014):** \$5,919,698  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b> 52499	<b>Federal:</b> \$927,897
<b>CSJ Number:</b> 0014-01-022	<b>State:</b> \$0
<b>Project Name:</b> BU 287P	<b>Local:</b> \$231,974
<b>County Name:</b> TARRANT	<b>Local Contribution:</b> \$0
<b>Limits:</b> BU 287P AT BYPASS CHANNEL (ON MAIN STREET)	<b>Total Obligated:</b> \$1,159,871
	<b>TDCs:</b> 0
<b>Work Type:</b> CONSTRUCT NEW 4 LANE BRIDGE AT PROPOSED LOCATION OF BYPASS CHANNEL FOR TRINITY RIVER NEAR CBD OF FORT WORTH	<b>Let Date:</b> May-2014
	<b>Funding Category:</b> 7
	<b>Est Completion Date:</b> Feb-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$6,724,299  
**Amt Obligated in the Program Year (2014):** \$1,159,871  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b> 20154	<b>Federal:</b> \$2,519,825
<b>CSJ Number:</b> 0081-01-046; 0081-01-048	<b>State:</b> \$0
<b>Project Name:</b> US 377	<b>Local:</b> \$629,956
<b>County Name:</b> TARRANT	<b>Local Contribution:</b> \$0
<b>Limits:</b> US 377 AT EAST BELKNAP STREET	<b>Total Obligated:</b> \$3,149,781
	<b>TDCs:</b> 0
<b>Work Type:</b> REDESIGN INTERCHANGE TO STANDARD 4-WAY SIGNALIZED INTERSECTION	<b>Let Date:</b> Apr-2014
	<b>Funding Category:</b> 5
	<b>Est Completion Date:</b> Mar-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$4,992,649  
**Amt Obligated in the Program Year (2014):** \$3,149,781  
**Amt of Funds Remaining and Available for Use:** \$0

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Highway Projects**

<b>Project ID:</b>	11170	<b>Federal:</b>	\$157,248
<b>CSJ Number:</b>	0902-48-588	<b>State:</b>	\$0
<b>Project Name:</b>	SIGNAL SYSTEM EXPANSION	<b>Local:</b>	\$39,312
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SIGNAL SYSTEM EXPANSION	<b>Total Obligated:</b>	\$196,560
		<b>TDCs:</b>	0
<b>Work Type:</b>	DEVELOP AND INSTALL COORDINATION TIMING PLANS AND CONSIDER THE USE OF OTHER ITS TECHNOLOGIES TO MANAGE DAILY AND NON-RECURRING CONGESTION ON CITY ARTERIAL STREETS (WILL DEPLOY ITS TECHNOLOGY BASED ON FINDINGS OF COMMUNICATION MASTER PLAN BEING FUNDED UNDE	<b>Let Date:</b>	Aug-2009
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	May-2010

**Amt of Funds Programmed in the TIP (multiphased project):** \$1,965,600  
**Amt Obligated in the Program Year (2014):** \$196,560  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	11408	<b>Federal:</b>	\$14,000
<b>CSJ Number:</b>	0902-48-622	<b>State:</b>	\$0
<b>Project Name:</b>	CS	<b>Local:</b>	\$3,500
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	CS ON EAST 1ST STREET BRIDGE; FROM BEACH STREET TO OAKLAND BLVD; IN FORT WORTH	<b>Total Obligated:</b>	\$17,500
		<b>TDCs:</b>	0
<b>Work Type:</b>	CONSTRUCT APPROACHES CROSSING TRINITY RIVER; 2 LANE TO 4 LANES	<b>Let Date:</b>	Jan-2015
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Sep-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$6,724,299  
**Amt Obligated in the Program Year (2014):** \$17,500  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	11263.2	<b>Federal:</b>	\$140,000
<b>CSJ Number:</b>	0902-48-645	<b>State:</b>	\$0
<b>Project Name:</b>	HALTOM CITY RR CROSSINGS	<b>Local:</b>	\$98,049
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	HALTOM CITY RAILROAD CROSSINGS HALTOM ROAD & MCLEAN STREET AT UP RAILROAD AND GLENVIEW DRIVE, JANADA, & HALTOM ROAD AT DART LINE	<b>Total Obligated:</b>	\$238,049
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL GATES AND UPGRADE ELECTRONICS IN QUIET ZONES	<b>Let Date:</b>	Jan-2015
		<b>Funding Category:</b>	12S,3
		<b>Est Completion Date:</b>	Sep-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$407,173  
**Amt Obligated in the Program Year (2014):** \$238,049  
**Amt of Funds Remaining and Available for Use:** \$287,173

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Highway Projects**

<b>Project ID:</b>	11263.7	<b>Federal:</b>	\$8,000
<b>CSJ Number:</b>	0902-48-688	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$2,000
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	PEACH STREET AREA FROM PEACH STREET LIVE OAK CONNECTOR	<b>Total Obligated:</b>	\$10,000
		<b>TDCs:</b>	0
<b>Work Type:</b>	CONSTRUCT THE LIVE OAK CONNECTOR; CLOSE PEACH STREET AND EAST 1ST STREET AT UP CROSSING; AND INSTALL FENCES TO RESTRICT PEDESTRIAN ACCESS ACROSS THE RR TRACKS	<b>Let Date:</b>	Dec-2016
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Jul-2017

**Amt of Funds Programmed in the TIP (multiphased project):** \$3,883,455  
**Amt Obligated in the Program Year (2014):** \$10,000  
**Amt of Funds Remaining and Available for Use:** \$3,483,455

<b>Project ID:</b>	53125	<b>Federal:</b>	\$6,200,000
<b>CSJ Number:</b>	0902-48-697	<b>State:</b>	\$0
<b>Project Name:</b>	CS	<b>Local:</b>	\$1,550,000
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$22,654,853
<b>Limits:</b>	ON WHITE SETTLEMENT ROAD AT BYPASS CHANNEL	<b>Total Obligated:</b>	\$30,404,853
		<b>TDCs:</b>	0
<b>Work Type:</b>	CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL FOR TRINITY RIVER NEAR CBD OF FORT WORTH	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	7,9,3
		<b>Est Completion Date:</b>	Sep-2014

**Amt of Funds Programmed in the TIP (multiphased project):** \$48,541,608  
**Amt Obligated in the Program Year (2014):** \$30,404,853  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	20043	<b>Federal:</b>	\$911,303
<b>CSJ Number:</b>	0902-48-756	<b>State:</b>	\$0
<b>Project Name:</b>	CS	<b>Local:</b>	\$247,826
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	PLEASANT RUN ROAD, JOHN MCCAIN & LD LOCKETT AT SH 26	<b>Total Obligated:</b>	\$1,239,129
		<b>TDCs:</b>	0
<b>Work Type:</b>	ADDITION OF QUAD GATES AT 3 CROSSINGS; CONSTRUCTION	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Jan-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$1,795,000  
**Amt Obligated in the Program Year (2014):** \$1,239,129  
**Amt of Funds Remaining and Available for Use:** \$0

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Highway Projects**

<b>Project ID:</b>	11617.1	<b>Federal:</b>	\$1,655,882
<b>CSJ Number:</b>	0902-48-890; 0902-48-788	<b>State:</b>	\$5,929
<b>Project Name:</b>	VA	<b>Local:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	PLANNING/OVERSIGHT/ADMINISTRATION OF IMPLEMENTATION INITIATIVES/REGIONAL PROJECT TRACKING, MONITORING, ASSESSMENT & SOFTWARE DEVELOPMENT PROJECT/REGIONAL EMISSIONS REDUCTION PROGRAM; AIR QUALITY INITIATIVES/SPECIAL EVENTS ITS	<b>Total Obligated:</b>	\$1,661,811
<b>Work Type:</b>	MOBILITY ASSISTANCE PATROL, SUSTAINABLE DEVELOPMENT & OTHER IMPLEMENTATION INITIATIVES	<b>TDCs:</b>	409,041
		<b>Let Date:</b>	Mar-2014
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Aug-2014

**Amt of Funds Programmed in the TIP (multiphased project):** \$12,892,192  
**Amt Obligated in the Program Year (2014):** \$1,661,811  
**Amt of Funds Remaining and Available for Use:** \$1,701,889

<b>Project ID:</b>	11619	<b>Federal:</b>	\$2,037,021
<b>CSJ Number:</b>	0902-48-896; 0902-48-897	<b>State:</b>	\$509,255
<b>Project Name:</b>	VA	<b>Local:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	REGIONAL MOBILITY ASSISTANCE FY 14 & FY 15	<b>Total Obligated:</b>	\$2,546,276
<b>Work Type:</b>	COURTESY PATROL - MOBILITY ASSISTANCE THROUGHOUT TARRANT COUNTY	<b>TDCs:</b>	0
		<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Aug-2014

**Amt of Funds Programmed in the TIP (multiphased project):** \$3,290,000  
**Amt Obligated in the Program Year (2014):** \$2,546,276  
**Amt of Funds Remaining and Available for Use:** \$743,724

<b>Project ID:</b>	11189.4	<b>Federal:</b>	\$422,052
<b>CSJ Number:</b>	0902-50-079	<b>State:</b>	\$0
<b>Project Name:</b>	CS	<b>Local:</b>	\$268,377
<b>County Name:</b>	JOHNSON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	ON PLUM STREET AT BNSF RAILROAD	<b>Total Obligated:</b>	\$690,429
<b>Work Type:</b>	CONSTRUCT PARK AND RIDE FACILITY-255 SPACES	<b>TDCs:</b>	0
		<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	5,3
		<b>Est Completion Date:</b>	Aug-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$1,567,590  
**Amt Obligated in the Program Year (2014):** \$690,429  
**Amt of Funds Remaining and Available for Use:** \$0

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Highway Projects**

<b>Project ID:</b>	11616	<b>Federal:</b>	\$1,859,994
<b>CSJ Number:</b>	0902-90-003	<b>State:</b>	\$232,499
<b>Project Name:</b>	VA	<b>Local:</b>	\$232,499
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	REGIONAL TRAFFIC SIGNAL RETIMING VARIOUS LOCATIONS	<b>Total Obligated:</b>	\$2,324,992
<b>Work Type:</b>	DEVELOP & IMPLEMENT TRF SIGNAL COORDINATION IN 9 COUNTY NONATTAINMENT AREAS FOR FY 2014	<b>TDCs:</b>	0
		<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	5
		<b>Est Completion Date:</b>	Aug-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$2,324,992  
**Amt Obligated in the Program Year (2014):** \$2,324,992  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	20155	<b>Federal:</b>	\$732,994
<b>CSJ Number:</b>	1603-03-033	<b>State:</b>	\$0
<b>Project Name:</b>	FM 1709	<b>Local:</b>	\$311,365
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 1709 FROM UP RAILROAD AT US 377 TO ELM STREET	<b>Total Obligated:</b>	\$1,044,360
<b>Work Type:</b>	INTERSECTION IMPROVEMENT; WIDEN PAVEMENT FOR TURN LANES BETWEEN ELM STREET AND UP RR AND KELLER WEST CITY LIMITS	<b>TDCs:</b>	0
		<b>Let Date:</b>	Jan-2014
		<b>Funding Category:</b>	5,3
		<b>Est Completion Date:</b>	May-2014

**Amt of Funds Programmed in the TIP (multiphased project):** \$1,081,448  
**Amt Obligated in the Program Year (2014):** \$1,044,360  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	11418.1	<b>Federal:</b>	\$433,000
<b>CSJ Number:</b>	1978-01-048; 1978-01-051	<b>State:</b>	\$0
<b>Project Name:</b>	FM 1938	<b>Local:</b>	\$108,250
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 1938 FROM SH 114 TO RANDOL MILL	<b>Total Obligated:</b>	\$541,250
<b>Work Type:</b>	PHASE I: 0 TO 6 LANES FROM SH 114 TO DOVE RD & 0 TO 4 LANES FROM DOVE ROAD TO RANDOL MILL	<b>TDCs:</b>	0
		<b>Let Date:</b>	Aug-2009
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	May-2010

**Amt of Funds Programmed in the TIP (multiphased project):** \$17,311,853  
**Amt Obligated in the Program Year (2014):** \$541,250  
**Amt of Funds Remaining and Available for Use:** \$0

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Highway Projects**

<b>Project ID:</b>	11735	<b>Federal:</b>	\$11,425,000
<b>CSJ Number:</b>	1978-01-050	<b>State:</b>	\$2,856,250
<b>Project Name:</b>	FM 1938	<b>Local:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$2,042,000
<b>Limits:</b>	FM 1938 FROM FM 1709 TO RANDOL MILL ROAD/WESTLAKE COUNTY LINE	<b>Total Obligated:</b>	\$16,323,250
		<b>TDCs:</b>	0
<b>Work Type:</b>	RECONSTRUCT AND WIDEN 2 LANE COUNTY ROAD TO 4 LANE DIVIDED WITH AUXILIARY LANES; INCLUDING INTERSECTION WITH FM 1709	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	7,5 Flex,3
		<b>Est Completion Date:</b>	Oct-2016
<b>Amt of Funds Programmed in the TIP (multiphased project):</b>			\$30,342,000
<b>Amt Obligated in the Program Year (2014):</b>			\$16,323,250
<b>Amt of Funds Remaining and Available for Use:</b>			\$0

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**Total Federal Funds Obligated in FY 2014 (Highway Projects):           \$35,029,212**

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Bike/Pedestrian Projects**

<b>Project ID:</b>	11953	<b>Federal:</b>	\$552,000
<b>CSJ Number:</b>	0902-00-140	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$138,100
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	BIKE/WALK NORTH TEXAS SAFETY AND EDUCATION CAMPAIGN	<b>Total Obligated:</b>	\$690,100
		<b>TDCs:</b>	0
<b>Work Type:</b>	BIKE/WALK NORTH TEXAS SAFETY AND EDUCATION CAMPAIGN	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	9TE, 3
		<b>Est Completion Date:</b>	Aug-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$690,000  
**Amt Obligated in the Program Year (2014):** \$690,100  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	11936	<b>Federal:</b>	\$106,710
<b>CSJ Number:</b>	0902-00-141	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$26,678
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SUMMERCREST BLVD TO MCALISTER ROAD; PEDESTRIAN AND BIKE IMPROVEMENTS FROM SUMMERCREST BLVD AT CEDAR RIDGE TO MCALISTER ROAD	<b>Total Obligated:</b>	\$133,388
		<b>TDCs:</b>	0
<b>Work Type:</b>	BICYCLE AND PEDESTRIAN FACILITIES, PAVEMENT MARKINGS AND AMENITIES; PE	<b>Let Date:</b>	Apr-2014
		<b>Funding Category:</b>	9TE
		<b>Est Completion Date:</b>	Aug-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$1,278,293  
**Amt Obligated in the Program Year (2014):** \$133,388  
**Amt of Funds Remaining and Available for Use:** \$1,194,926

<b>Project ID:</b>	11144	<b>Federal:</b>	\$17,000
<b>CSJ Number:</b>	0902-48-467	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$4,250
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	BIKEWAYS CITYWIDE	<b>Total Obligated:</b>	\$21,250
		<b>TDCs:</b>	0
<b>Work Type:</b>	DEVELOP BIKE LANES AND BIKE ROUTES WITHIN CITY LIMITS	<b>Let Date:</b>	Jan-2002
		<b>Funding Category:</b>	5
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** \$260,000  
**Amt Obligated in the Program Year (2014):** \$21,250  
**Amt of Funds Remaining and Available for Use:** \$203,141

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Bike/Pedestrian Projects**

<b>Project ID:</b> 11325 <b>CSJ Number:</b> 0902-48-582 <b>Project Name:</b> CS <b>County Name:</b> TARRANT <b>Limits:</b> WESTRIDGE VILLAGE PEDESTRIAN DISTRICT; INCLUDING CAMP BOWIE FROM BERNIE ANDERSON TO BRYANT-IRVIN, BERNIE ANDERSON/RIDGLEA FROM CAMP BOWIE TO WESTRIDGE, WESTRIDGE FROM RIDGLEA TO SUNSET, & SUNSET FROM WESTRIDGE TO BRYANT-IRVIN <b>Work Type:</b> ENHANCED PAVEMENT CROSSING, QUALIFYING STREET FURNITURE, CROSSWALKS, NEW SIDEWALKS, AND OTHER PEDESTRIAN AMENITIES	<b>Federal:</b> \$294,197 <b>State:</b> \$0 <b>Local:</b> \$73,549 <b>Local Contribution:</b> \$0 <b>Total Obligated:</b> \$367,746 <b>TDCs:</b> 0 <b>Let Date:</b> Aug-2014  <b>Funding Category:</b> 5 <b>Est Completion Date:</b> Sep-2015
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**Amt of Funds Programmed in the TIP (multiphased project):** \$475,437  
**Amt Obligated in the Program Year (2014):** \$367,746  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b> 54098 <b>CSJ Number:</b> 0902-48-791 <b>Project Name:</b> VA <b>County Name:</b> TARRANT <b>Limits:</b> WESTCREEK BLVD TRAIL/RIVER PARK TRAILHEAD/MISTLETOE HEIGHTS/QUANAH PARKER PARK-HANDLEY TRE/OAKLAND BIKE LANES AND SIDEWALKS <b>Work Type:</b> CONSTRUCT 5 PEDESTRIAN & BIKE CONNECTIONS TO TRINITY RIVER TRAILS SYSTEM & REGIONAL VELOWEB	<b>Federal:</b> \$1,484,830 <b>State:</b> \$0 <b>Local:</b> \$371,307 <b>Local Contribution:</b> \$0 <b>Total Obligated:</b> \$1,856,137 <b>TDCs:</b> 0 <b>Let Date:</b> Jan-2015  <b>Funding Category:</b> 9TE <b>Est Completion Date:</b> Dec-2015
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**Amt of Funds Programmed in the TIP (multiphased project):** \$5,520,125  
**Amt Obligated in the Program Year (2014):** \$1,856,137  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b> 11945 <b>CSJ Number:</b> 0902-48-867 <b>Project Name:</b> VA <b>County Name:</b> TARRANT <b>Limits:</b> SHADY GROVE BICYCLE AND PEDESTRIAN TRAIL CONNECTION FROM SHADY GROVE ROAD/RAPP ROAD TO MUIRFIELD ROAD/RAPP ROAD <b>Work Type:</b> BICYCLE AND PEDESTRIAN FACILITY ON UTILITY EASEMENT; PE	<b>Federal:</b> \$381,665 <b>State:</b> \$0 <b>Local:</b> \$95,517 <b>Local Contribution:</b> \$0 <b>Total Obligated:</b> \$477,181 <b>TDCs:</b> 0 <b>Let Date:</b> May-2014  <b>Funding Category:</b> 9TE <b>Est Completion Date:</b> Aug-2014
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**Amt of Funds Programmed in the TIP (multiphased project):** \$502,008  
**Amt Obligated in the Program Year (2014):** \$477,181  
**Amt of Funds Remaining and Available for Use:** \$0

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Bike/Pedestrian Projects**

<b>Project ID:</b>	11937	<b>Federal:</b>	\$20,255
<b>CSJ Number:</b>	0902-48-868	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$6,752
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FORT WORTH BIKE SHARING SYSTEM EXPANSION	<b>Total Obligated:</b>	\$27,007
		<b>TDCs:</b>	0
<b>Work Type:</b>	BICYCLE FACILITIES IN VARIOUS LOCATIONS IN THE STOCKYARDS (N), CULTURAL DISTRICT (W), AND NEAR SOUTHSIDE (S); PE	<b>Let Date:</b>	Dec-2014
		<b>Funding Category:</b>	9TE
		<b>Est Completion Date:</b>	Sep-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$554,611  
**Amt Obligated in the Program Year (2014):** \$27,007  
**Amt of Funds Remaining and Available for Use:** \$527,483

<b>Project ID:</b>	54073	<b>Federal:</b>	\$636,163
<b>CSJ Number:</b>	0902-51-015	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$159,141
<b>County Name:</b>	HOOD	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	DOWNTOWN GRANBURY TO EXISTING TRAIL	<b>Total Obligated:</b>	\$795,304
		<b>TDCs:</b>	0
<b>Work Type:</b>	CONSTRUCT HIKE AND BIKE TRAIL- "MOMENTS IN TIME" TRAIL PHASE II	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	9TE,3
		<b>Est Completion Date:</b>	Aug-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$723,360  
**Amt Obligated in the Program Year (2014):** \$795,304  
**Amt of Funds Remaining and Available for Use:** \$0

**Total Federal Funds Obligated in FY 2014 (Bike/Pedestrian Projects): \$3,492,820**



**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,964,133
<b>CSJ Number:</b>	0008-02-072	<b>State:</b>	\$491,033
<b>Project Name:</b>	US 180	<b>Local:</b>	\$0
<b>County Name:</b>	PARKER	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SP 312 TO PALO PINTO COUNTY LINE	<b>Total Obligated:</b>	\$2,455,166
		<b>TDCs:</b>	0
<b>Work Type:</b>	MICROSURFACING AND PAVEMENT MARKINGS	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$2,455,166  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,130,619
<b>CSJ Number:</b>	0008-13-230	<b>State:</b>	\$125,624
<b>Project Name:</b>	IH 820	<b>Local:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FROM IH 820 RAMPS TO IH 20	<b>Total Obligated:</b>	\$1,256,243
		<b>TDCs:</b>	0
<b>Work Type:</b>	MILL, HOT MIX OVERLAY, PAVEMENT MARKINGS	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,256,243  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$194,736
<b>CSJ Number:</b>	0008-15-047	<b>State:</b>	\$21,637
<b>Project Name:</b>	IH 820	<b>Local:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	WESTPOINT BLVD TO QUEBEC	<b>Total Obligated:</b>	\$216,373
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT SHOULDERS	<b>Let Date:</b>	Oct-2013
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jan-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$216,373  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$597,075
<b>CSJ Number:</b>	0019-01-141	<b>State:</b>	\$149,269
<b>Project Name:</b>	SH 174	<b>Local:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	VAUGHN ROAD TO FM 1718	<b>Total Obligated:</b>	\$746,343
		<b>TDCs:</b>	0
<b>Work Type:</b>	MICROSURFACING AND PAVEMENT MARKINGS	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$746,343  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,876,023
<b>CSJ Number:</b>	0080-04-095	<b>State:</b>	\$469,006
<b>Project Name:</b>	US 377	<b>Local:</b>	\$0
<b>County Name:</b>	HOOD	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 167 (FALL CREEK HIGHWAY) TO OLD FM 4 (ACTON HIGHWAY)	<b>Total Obligated:</b>	\$2,345,029
		<b>TDCs:</b>	0
<b>Work Type:</b>	HMAC OVERLAY	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jan-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$2,345,029  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$183,047
<b>CSJ Number:</b>	0094-02-124	<b>State:</b>	\$45,762
<b>Project Name:</b>	SH 183	<b>Local:</b>	\$1,000
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	IH 20 TO SH 26	<b>Total Obligated:</b>	\$229,809
		<b>TDCs:</b>	0
<b>Work Type:</b>	FY14 LANDSCAPING ENHANCEMENT	<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	10 & 3
		<b>Est Completion Date:</b>	Oct-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$229,809  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$2,054,889
<b>CSJ Number:</b>	0172-06-090	<b>State:</b>	\$513,722
<b>Project Name:</b>	US 287	<b>Local:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	APPROX 0.1 MILE SOUTH OF CHAMBERS STREET TO ROSEDALE STREET	<b>Total Obligated:</b>	\$2,568,612
		<b>TDCs:</b>	0
<b>Work Type:</b>	HMAC OVERLAY; MAIN LANES, SHOULDERS & RAMPS	<b>Let Date:</b>	Mar-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Sep-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$2,568,612  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$3,202,364
<b>CSJ Number:</b>	0259-04-039	<b>State:</b>	\$800,591
<b>Project Name:</b>	US 67	<b>Local:</b>	\$0
<b>County Name:</b>	JOHNSON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	WEST OF FM 2331 TO SOMERVELL COUNTY LINE	<b>Total Obligated:</b>	\$4,002,955
		<b>TDCs:</b>	0
<b>Work Type:</b>	HOT MIX OVERLAY	<b>Let Date:</b>	Jan-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	May-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$4,002,955  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$158,255
<b>CSJ Number:</b>	0259-05-071	<b>State:</b>	\$39,564
<b>Project Name:</b>	US 67	<b>Local:</b>	\$0
<b>County Name:</b>	JOHNSON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT CR 810 IN ALVARADO	<b>Total Obligated:</b>	\$197,819
		<b>TDCs:</b>	0
<b>Work Type:</b>	WORK CONSISTING OF INSTALLATION OF A FULL TRAFFIC-ACTUATED TRAFFIC SIGNAL	<b>Let Date:</b>	Oct-2013
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jan-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$197,819  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$6,760,884
<b>CSJ Number:</b>	0312-04-032	<b>State:</b>	\$1,690,221
<b>Project Name:</b>	FM 730	<b>Local:</b>	\$0
<b>County Name:</b>	WISE	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FROM HALE STREET TO SH 114	<b>Total Obligated:</b>	\$8,451,105
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL MAIN LANES AND SHOULDERS	<b>Let Date:</b>	Oct-2013
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jan-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$8,451,105  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$985,041
<b>CSJ Number:</b>	0313-02-055	<b>State:</b>	\$246,260
<b>Project Name:</b>	FM 51	<b>Local:</b>	\$0
<b>County Name:</b>	PARKER	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FROM WISE COUNTY LINE TO SH 199	<b>Total Obligated:</b>	\$1,231,302
		<b>TDCs:</b>	0
<b>Work Type:</b>	MILL AND OVERLAY	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,231,302  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$2,430,636
<b>CSJ Number:</b>	0314-01-076; 0314-07-044	<b>State:</b>	\$270,071
<b>Project Name:</b>	IH 20	<b>Local:</b>	\$0
<b>County Name:</b>	PARKER	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	PATRICK CREEK TO SP 312	<b>Total Obligated:</b>	\$2,700,706
		<b>TDCs:</b>	0
<b>Work Type:</b>	RESURFACE ROADWAY	<b>Let Date:</b>	Mar-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jul-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$2,700,706  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$200,000
<b>CSJ Number:</b>	0364-01-141	<b>State:</b>	\$50,000
<b>Project Name:</b>	SH 121	<b>Local:</b>	\$120,535
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FROM JULIET PLACE TO CIMARRON TRAIL	<b>Total Obligated:</b>	\$370,535
		<b>TDCs:</b>	0
<b>Work Type:</b>	LANDSCAPE ENHANCEMENT	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	10
		<b>Est Completion Date:</b>	Jun-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$370,535  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$4,994,730
<b>CSJ Number:</b>	0747-04-065	<b>State:</b>	\$948,182
<b>Project Name:</b>	FM 157	<b>Local:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FROM MITCHELL STREET IN ARLINGTON TO IH 20	<b>Total Obligated:</b>	\$5,942,912
		<b>TDCs:</b>	0
<b>Work Type:</b>	CONCRETE PAVEMENT REPAIRS, TRAFFIC SIGNAL, REPAIR AND ADDITION OF SIDEWALKS	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	8 & 1
		<b>Est Completion Date:</b>	Mar-2016

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$5,942,912  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$4,237,440
<b>CSJ Number:</b>	0747-04-067	<b>State:</b>	\$819,360
<b>Project Name:</b>	FM 157	<b>Local:</b>	\$240,000
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	MITCHELL STREET; IN ARLINGTON TO IH 20	<b>Total Obligated:</b>	\$5,296,800
		<b>TDCs:</b>	0
<b>Work Type:</b>	RIGHT OF WAY ACQUISITION & UTILITY ADJUSTMENTS	<b>Let Date:</b>	Sep-2013
		<b>Funding Category:</b>	SB102
		<b>Est Completion Date:</b>	Aug-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$5,296,800  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,458,398
<b>CSJ Number:</b>	0902-00-131	<b>State:</b>	\$364,599
<b>Project Name:</b>	VA	<b>Local:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	VARIOUS LOCATIONS; CONCRETE PAVEMENT REPAIR	<b>Total Obligated:</b>	\$1,822,997
		<b>TDCs:</b>	0
<b>Work Type:</b>	FY 15 CONCRETE PAVEMENT REPAIR VARIOUS LOCATIONS; SPOT REPAIR	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Sep-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,822,997  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,006,577
<b>CSJ Number:</b>	0902-00-132	<b>State:</b>	\$251,644
<b>Project Name:</b>	VA	<b>Local:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	VARIOUS LOCATIONS DISTRICTWIDE	<b>Total Obligated:</b>	\$1,258,222
		<b>TDCs:</b>	0
<b>Work Type:</b>	PAVEMENT MARKINGS FOR FY 14 SEAL COATS	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jan-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,258,222  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,643,338
<b>CSJ Number:</b>	0902-00-136	<b>State:</b>	\$0
<b>Project Name:</b>	VA	<b>Local:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	VARIOUS LOCATIONS ON IH 35 AND RM 2871	<b>Total Obligated:</b>	\$1,643,338
		<b>TDCs:</b>	0
<b>Work Type:</b>	NON-SITE SPECIFIC TRAFFIC SIGNAL INSTALLATION	<b>Let Date:</b>	Jan-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jul-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,643,338  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$280,000
<b>CSJ Number:</b>	0902-00-139	<b>State:</b>	\$70,000
<b>Project Name:</b>	VA	<b>Local:</b>	\$84,144
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	VARIOUS LOCATIONS ON FM 1187 AND FM 731	<b>Total Obligated:</b>	\$434,144
		<b>TDCs:</b>	0
<b>Work Type:</b>	LANDSCAPE ENHANCEMENT AT 5 LOCATIONS	<b>Let Date:</b>	Apr-2014
		<b>Funding Category:</b>	10
		<b>Est Completion Date:</b>	Sep-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$434,144  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$553,453
<b>CSJ Number:</b>	0902-20-100	<b>State:</b>	\$138,363
<b>Project Name:</b>	CR	<b>Local:</b>	\$0
<b>County Name:</b>	WISE	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FOSTER ROAD AT TRIBUTARY OF CR	<b>Total Obligated:</b>	\$691,816
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE BRIDGE AND APPROACHES	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	6
		<b>Est Completion Date:</b>	Jun-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$691,816  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$427,569
<b>CSJ Number:</b>	0902-20-104	<b>State:</b>	\$113,838
<b>Project Name:</b>	CR	<b>Local:</b>	\$0
<b>County Name:</b>	WISE	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	CR 2560 OVER BRAND OF DENTON CREEK	<b>Total Obligated:</b>	\$541,407
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE BRIDGE AND APPROACHES	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	6
		<b>Est Completion Date:</b>	Aug-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$541,407  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$506,270
<b>CSJ Number:</b>	0902-20-108	<b>State:</b>	\$126,568
<b>Project Name:</b>	CR	<b>Local:</b>	\$0
<b>County Name:</b>	WISE	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	CR 2675 (PARKER DAIRY ROAD) AT DENTON	<b>Total Obligated:</b>	\$632,838
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE BRIDGE AND APPROACHES	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	6
		<b>Est Completion Date:</b>	Jan-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$632,838  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$111,419
<b>CSJ Number:</b>	0902-38-120	<b>State:</b>	\$27,855
<b>Project Name:</b>	CR	<b>Local:</b>	\$0
<b>County Name:</b>	PARKER	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	GILLILAND ROAD AT WALNUT CREEK	<b>Total Obligated:</b>	\$139,274
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE BRIDGE AND APPROACHES	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	6
		<b>Est Completion Date:</b>	May-2016

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$139,274  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	11263.1	<b>Federal:</b>	\$26,000
<b>CSJ Number:</b>	0902-48-685	<b>State:</b>	\$0
<b>Project Name:</b>	RAILROAD CROSSING RELIABILITY PARTNERSHIP PROG	<b>Local:</b>	\$6,500
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	RAILROAD CROSSING RELIABILITY PARTNERSHIP PROGRAM; SYCAMORE SCHOOL ROAD RAILROAD CROSSINGS AT BNSF RAILROAD AND AT UP RAILROAD	<b>Total Obligated:</b>	\$32,500
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL/IMPROVE MEDIANS, INSTALL SIDEWALK SURFACE, UPGRADE SIGNAL, ADD ITS CAMERA	<b>Let Date:</b>	Sep-2010
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Jun-2011

**Amt of Funds Programmed in the TIP (multiphased project):** \$149,000  
**Amt Obligated in the Program Year (2014):** \$32,500  
**Amt of Funds Remaining and Available for Use:** \$0

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Grouped Projects**

<b>Project ID:</b>	11263.4	<b>Federal:</b>	\$19,103
<b>CSJ Number:</b>	0902-48-687	<b>State:</b>	\$0
<b>Project Name:</b>	RAILROAD CROSSING RELIABILITY PARTNERSHIP PROG	<b>Local:</b>	\$4,775
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	RAILROAD CROSSING RELIABILITY PARTNERSHIP PROGRAM MAGNOLIA AVE RAILROAD CROSSINGS	<b>Total Obligated:</b>	\$23,877
		<b>TDCs:</b>	0
<b>Work Type:</b>	CLOSE BOTH CROSSINGS & BUILD ALTERNATIVE ACCESS ROUTE	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	7
		<b>Est Completion Date:</b>	Jun-2014

**Amt of Funds Programmed in the TIP (multiphased project):** \$262,500  
**Amt Obligated in the Program Year (2014):** \$23,877  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$972,081
<b>CSJ Number:</b>	0902-48-742	<b>State:</b>	\$243,020
<b>Project Name:</b>	CS	<b>Local:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SILVER CREEK ROAD AT SILVER CREEK, FORT WORTH	<b>Total Obligated:</b>	\$1,215,100
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE BRIDGE	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	6
		<b>Est Completion Date:</b>	Feb-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,215,100  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,724,981
<b>CSJ Number:</b>	0902-48-844	<b>State:</b>	\$431,245
<b>Project Name:</b>	VA	<b>Local:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	VARIOUS LOCATIONS IN TARRANT COUNTY	<b>Total Obligated:</b>	\$2,156,226
		<b>TDCs:</b>	0
<b>Work Type:</b>	CONSTRUCT CURB RAMPS ON US 377, SH 26, SH 10, FM 1938, FM 1220	<b>Let Date:</b>	Oct-2013
		<b>Funding Category:</b>	10
		<b>Est Completion Date:</b>	Sep-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$2,156,226  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$965,189
<b>CSJ Number:</b>	0902-48-895	<b>State:</b>	\$241,297
<b>Project Name:</b>	VA	<b>Local:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	IH 20, IH 30, IH 820, IH 35W AT VARIOUS LOCATIONS IN TARRANT COUNTY	<b>Total Obligated:</b>	\$1,206,487
		<b>TDCs:</b>	0
<b>Work Type:</b>	INSTALL CTB IN FRONT OF BRIDGE COLUMNS	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$1,206,487  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$609,057
<b>CSJ Number:</b>	0902-49-063	<b>State:</b>	\$155,264
<b>Project Name:</b>	CR 266	<b>Local:</b>	\$0
<b>County Name:</b>	ERATH	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT GREEN CREEK	<b>Total Obligated:</b>	\$764,321
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPLACE BRIDGE AND APPROACHES	<b>Let Date:</b>	Feb-2014
		<b>Funding Category:</b>	6
		<b>Est Completion Date:</b>	Jun-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$764,321  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$193,940
<b>CSJ Number:</b>	1068-02-129	<b>State:</b>	\$21,549
<b>Project Name:</b>	IH 30	<b>Local:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT UP RR IN GRAND PRAIRIE	<b>Total Obligated:</b>	\$215,489
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPAIR TO UNDERPASS	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Oct-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$215,489  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$5,666,003
<b>CSJ Number:</b>	1068-02-141	<b>State:</b>	\$629,556
<b>Project Name:</b>	IH 30	<b>Local:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FROM IH820 TO WEST OF COOPER STREET	<b>Total Obligated:</b>	\$6,295,559
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPAIR FAILURES, HMAC OVERLAY AND PAVEMENT MARKERS	<b>Let Date:</b>	Feb-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jun-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$6,295,559  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$2,228,557
<b>CSJ Number:</b>	1181-02-035	<b>State:</b>	\$557,139
<b>Project Name:</b>	FM 917	<b>Local:</b>	\$0
<b>County Name:</b>	JOHNSON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FROM SH 171 IN GODLEY TO SH 174 IN JOSHUA	<b>Total Obligated:</b>	\$2,785,696
		<b>TDCs:</b>	0
<b>Work Type:</b>	HOT MIX OVERLAY	<b>Let Date:</b>	Feb-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jun-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$2,785,696  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$3,989,533
<b>CSJ Number:</b>	1310-03-025	<b>State:</b>	\$803,341
<b>Project Name:</b>	FM 2264	<b>Local:</b>	\$0
<b>County Name:</b>	WISE	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	CR 4431N TO FM 407	<b>Total Obligated:</b>	\$4,792,874
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	<b>Let Date:</b>	Sep-2014
		<b>Funding Category:</b>	8 & 1
		<b>Est Completion Date:</b>	Oct-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$4,792,874  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$5,662,851
<b>CSJ Number:</b>	1468-01-024	<b>State:</b>	\$1,415,713
<b>Project Name:</b>	FM 1189	<b>Local:</b>	\$0
<b>County Name:</b>	PARKER	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FROM YOUNG BEND ROAD TO HOOD COUNTY LINE	<b>Total Obligated:</b>	\$7,078,564
		<b>TDCs:</b>	0
<b>Work Type:</b>	WIDEN TO 2-11FT LANES WITH 3 FT SHOULDERS AND OVERLAY	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Dec-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$7,078,564  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,879,681
<b>CSJ Number:</b>	1598-01-020	<b>State:</b>	\$469,920
<b>Project Name:</b>	FM 167	<b>Local:</b>	\$0
<b>County Name:</b>	HOOD	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FROM 51 TO FM 3450	<b>Total Obligated:</b>	\$2,349,601
		<b>TDCs:</b>	0
<b>Work Type:</b>	WIDEN EXISTING ROADWAY TO 2 LANES AND SHOULDERS	<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Oct-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$2,349,601  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$2,902,337
<b>CSJ Number:</b>	1599-02-014	<b>State:</b>	\$322,482
<b>Project Name:</b>	FM 916	<b>Local:</b>	\$0
<b>County Name:</b>	JOHNSON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FROM SH 171 TO FM 4	<b>Total Obligated:</b>	\$3,224,819
		<b>TDCs:</b>	0
<b>Work Type:</b>	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Sep-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$3,224,819  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$2,558,077
<b>CSJ Number:</b>	1599-02-015	<b>State:</b>	\$639,519
<b>Project Name:</b>	FM 916	<b>Local:</b>	\$0
<b>County Name:</b>	JOHNSON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FROM SH 171 TO FM 4	<b>Total Obligated:</b>	\$3,197,596
		<b>TDCs:</b>	0
<b>Work Type:</b>	REHAB WITH 10 CEMENT TREATED AND SEAL COAT	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$3,197,596  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$4,482,671
<b>CSJ Number:</b>	1605-01-014	<b>State:</b>	\$1,120,668
<b>Project Name:</b>	FM 1886	<b>Local:</b>	\$0
<b>County Name:</b>	PARKER	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 730 TARRANT COUNTY LINE	<b>Total Obligated:</b>	\$5,603,339
		<b>TDCs:</b>	0
<b>Work Type:</b>	WIDEN ROADWAY TO 2-12 LANES WITH 4 SHOULDERS; CEMENT TREAT	<b>Let Date:</b>	Mar-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Apr-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$5,603,339  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$5,093,945
<b>CSJ Number:</b>	2291-01-013; 2291-02-008	<b>State:</b>	\$1,273,486
<b>Project Name:</b>	FM 1187	<b>Local:</b>	\$0
<b>County Name:</b>	PARKER	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 5 TO TARRANT COUNTY LINE; PARKER COUNTY LINE TO US 377	<b>Total Obligated:</b>	\$6,367,431
		<b>TDCs:</b>	0
<b>Work Type:</b>	REHAB PAVEMENT & SHOULDERS	<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Jun-2016

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$6,367,431  
**Amt of Funds Remaining and Available for Use:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,972,864
<b>CSJ Number:</b>	2855-01-021	<b>State:</b>	\$493,216
<b>Project Name:</b>	RM 2871	<b>Local:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SOUTH OF RAILROAD CROSSING TO US 377	<b>Total Obligated:</b>	\$2,466,080
		<b>TDCs:</b>	0
<b>Work Type:</b>	REPAIR FAILURE, OVERLAY, AND BACKFILL PAVEMENT EDGES	<b>Let Date:</b>	Jan-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Sep-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$2,466,080  
**Amt of Funds Remaining and Available for Use:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$1,646,119
<b>CSJ Number:</b>	3010-02-013	<b>State:</b>	\$411,530
<b>Project Name:</b>	FM 2738	<b>Local:</b>	\$0
<b>County Name:</b>	JOHNSON	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FROM TARRANT COUNTY LINE TO FM 917	<b>Total Obligated:</b>	\$2,057,648
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT AND OVERLAY ROADWAY	<b>Let Date:</b>	Jun-2014
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Oct-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$2,057,648  
**Amt of Funds Remaining and Available for Use:** N/A

**Total Federal Funds Obligated in FY 2014 (Grouped Projects): \$79,549,886**

**FY2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Transit Projects**

<b>Project ID:</b>	11176.6	<b>Federal Cost:</b>	\$3,200,000
<b>Grant Number:</b>	TX-90-Y032	<b>State Cost:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Cost:</b>	\$800,000
<b>Agency Name:</b>	FORT WORTH TRANSPORTATION AUTHORITY	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$4,000,000
<b>Work Type:</b>	REGIONAL VANPOOL PROGRAM FOR THE WESTERN SUBREGION; OPERATIONAL VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVLING LONG DISTANCE AND IN AREAS WITH LITTLE OR NO FIXED RAIL TRANSIT	<b>TDCs</b>	0
		<b>Let Date:</b>	Dec-2013
		<b>Funding Category:</b>	7
		<b>Est Completion Date</b>	Aug-2014

**Amt of Funds Programmed in the TIP (multiphased project):** \$4,000,000  
**Amt Obligated in the Program Year (2014):** \$4,000,000  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	11514	<b>Federal Cost:</b>	\$7,673,900
<b>Grant Number:</b>	TX-95-X069-00	<b>State Cost:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Cost:</b>	\$2,215,475
<b>Agency Name:</b>	FORT WORTH TRANSPORTATION AUTHORITY	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$9,592,375
<b>Work Type:</b>	TEXRAIL INITIATIVES INCLUDING PROJECT DEVELOPMENT ACTIVITIES, PE, AND NEPA	<b>TDCs</b>	0
		<b>Let Date:</b>	Feb-2014
		<b>Funding Category:</b>	5
		<b>Est Completion Date</b>	Dec-2018

**Amt of Funds Programmed in the TIP (multiphased project):** \$13,850,000  
**Amt Obligated in the Program Year (2014):** \$9,592,375  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	11543.2	<b>Federal Cost:</b>	\$2,500,000
<b>Grant Number:</b>	TX-90-Y032	<b>State Cost:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Cost:</b>	\$625,000
<b>Agency Name:</b>	FORT WORTH TRANSPORTATION AUTHORITY	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$3,125,000
<b>Work Type:</b>	CONSTRUCTION OF NEW COMMUTER RAIL LINE	<b>TDCs</b>	0
		<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	5
		<b>Est Completion Date</b>	Mar-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$3,125,000  
**Amt Obligated in the Program Year (2014):** \$3,125,000  
**Amt of Funds Remaining and Available for Use:** \$0

**FY2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Transit Projects**

<b>Project ID:</b>	11543.3	<b>Federal Cost:</b>	\$4,377,057
<b>Grant Number:</b>	TX-90-Y032	<b>State Cost:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Cost:</b>	\$1,094,264
<b>Agency Name:</b>	FORT WORTH TRANSPORTATION AUTHORITY	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$5,471,321
<b>Work Type:</b>	CONSTRUCTION OF NEW COMMUTER RAIL LINE	<b>TDCs</b>	0
		<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	5
		<b>Est Completion Date</b>	Mar-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$5,471,321  
**Amt Obligated in the Program Year (2014):** \$5,471,321  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	11547	<b>Federal Cost:</b>	\$1,296,000
<b>Grant Number:</b>	TX-95-X068-00	<b>State Cost:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Cost:</b>	\$324,000
<b>Agency Name:</b>	FORT WORTH TRANSPORTATION AUTHORITY	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$1,620,000
<b>Work Type:</b>	TRINITY RAILWAY EXPRESS GRADE CROSSING AT PRECINCT LINE ROAD	<b>TDCs</b>	0
		<b>Let Date:</b>	Feb-2014
		<b>Funding Category:</b>	12S
		<b>Est Completion Date</b>	Nov-2014

**Amt of Funds Programmed in the TIP (multiphased project):** \$1,620,000  
**Amt Obligated in the Program Year (2014):** \$1,620,000  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	12033.13, 12034.13, 12390.13, 12549.13	<b>Federal Cost:</b>	\$15,989,204
<b>Grant Number:</b>	TX-90-Y032-00	<b>State Cost:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Cost:</b>	\$3,747,082
<b>Agency Name:</b>	FORT WORTH TRANSPORTATION AUTHORITY	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$19,736,286
<b>Work Type:</b>	FY 2013 PROGRAM OF PROJECTS	<b>TDCs</b>	0
		<b>Let Date:</b>	Oct-2013
		<b>Funding Category:</b>	5307
		<b>Est Completion Date</b>	Dec-2016

**Amt of Funds Programmed in the TIP (multiphased project):** \$19,736,286  
**Amt Obligated in the Program Year (2014):** \$19,736,286  
**Amt of Funds Remaining and Available for Use:** \$0

**FY2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Transit Projects**

<b>Project ID:</b>	12244.12, 12575.12, 12626.12, 12628.12	<b>Federal Cost:</b>	\$882,000
<b>Grant Number:</b>	TX-90-X980-01	<b>State Cost:</b>	\$0
<b>County Name:</b>	VARIOUS	<b>Local Cost:</b>	\$509,003
<b>Agency Name:</b>	NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$1,391,003
<b>Work Type:</b>	FY 2012 PROGRAM OF PROJECTS AMENDMENT	<b>TDCs</b>	63,410
		<b>Let Date:</b>	Nov-2013
		<b>Funding Category:</b>	5307
		<b>Est Completion Date</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** \$1,391,003  
**Amt Obligated in the Program Year (2014):** \$1,391,003  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	12573.13	<b>Federal Cost:</b>	\$80,000
<b>Grant Number:</b>	TX-90-Y036-00	<b>State Cost:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Cost:</b>	\$0
<b>Agency Name:</b>	FORT WORTH TRANSPORTATION AUTHORITY	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$80,000
<b>Work Type:</b>	NETS CAPITAL COST OF CONTRACTING FY 2013	<b>TDCs</b>	48,000
		<b>Let Date:</b>	Nov-2013
		<b>Funding Category:</b>	5307
		<b>Est Completion Date</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** \$80,000  
**Amt Obligated in the Program Year (2014):** \$80,000  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	12653.13	<b>Federal Cost:</b>	\$416,000
<b>Grant Number:</b>	TX-16-X014-00	<b>State Cost:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Cost:</b>	\$0
<b>Agency Name:</b>	FORT WORTH TRANSPORTATION AUTHORITY	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$416,000
<b>Work Type:</b>	NETS PURCHASE OF SERVICE 5310	<b>TDCs</b>	83,200
		<b>Let Date:</b>	May-2014
		<b>Funding Category:</b>	5310
		<b>Est Completion Date</b>	Dec-2014

**Amt of Funds Programmed in the TIP (multiphased project):** \$416,000  
**Amt Obligated in the Program Year (2014):** \$416,000  
**Amt of Funds Remaining and Available for Use:** \$0

**FY2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Fort Worth District - Transit Projects**

<b>Project ID:</b>	12694	<b>Federal Cost:</b>	\$356,182
<b>Grant Number:</b>	TX-90-Y032	<b>State Cost:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Cost:</b>	\$89,045
<b>Agency Name:</b>	FORT WORTH TRANSPORTATION AUTHORITY	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$445,227
<b>Work Type:</b>	ADA BUS PASSENGER AUTOMATIC ANNUNCIATOR UPGRADES	<b>TDCs</b>	0
		<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	7
		<b>Est Completion Date</b>	Apr-2015

**Amt of Funds Programmed in the TIP (multiphased project):** \$445,227  
**Amt Obligated in the Program Year (2014):** \$445,227  
**Amt of Funds Remaining and Available for Use:** \$0

<b>Project ID:</b>	20170	<b>Federal Cost:</b>	\$1,600,350
<b>Grant Number:</b>	TX-90-Y032	<b>State Cost:</b>	\$0
<b>County Name:</b>	TARRANT	<b>Local Cost:</b>	\$400,087
<b>Agency Name:</b>	FORT WORTH TRANSPORTATION AUTHORITY	<b>Local Contribution:</b>	\$0
		<b>Total Cost:</b>	\$2,000,437
<b>Work Type:</b>	CONSTRUCTION AND PROJECT MANAGEMENT FOR CONSTRUCTION OF STRUCTURES, TRACK AND SIGNALS FOR A NEW BRIDGE OVER TRINITY RIVER FOR TEXRAIL	<b>TDCs</b>	0
		<b>Let Date:</b>	Dec-2013
		<b>Funding Category:</b>	5
		<b>Est Completion Date</b>	Aug-2014

**Amt of Funds Programmed in the TIP (multiphased project):** \$2,000,437  
**Amt Obligated in the Program Year (2014):** \$2,000,437  
**Amt of Funds Remaining and Available for Use:** \$0

**Total Federal Funds Obligated in FY 2014 (Transit Projects):** \$38,370,693

**FY 2014 ANNUAL PROJECT LISTING**  
**Dallas-Fort Worth Metropolitan Planning Organization**

**Paris District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$60,478
<b>CSJ Number:</b>	0203-02-042	<b>State:</b>	\$15,119
<b>Project Name:</b>	US 69	<b>Local:</b>	\$0
<b>County Name:</b>	HUNT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 1567 TO RAINS COUNTY LINE	<b>Total Obligated:</b>	\$75,597
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT	<b>Let Date:</b>	Oct-2013
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Aug-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$75,597  
**Amt of Federal Funds Remaining:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$113,968
<b>CSJ Number:</b>	0641-02-010	<b>State:</b>	\$28,672
<b>Project Name:</b>	FM 1567	<b>Local:</b>	\$0
<b>County Name:</b>	HUNT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	US 69 TO HOPKINS COUNTY LINE	<b>Total Obligated:</b>	\$142,641
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT	<b>Let Date:</b>	Oct-2013
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Aug-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$142,641  
**Amt of Federal Funds Remaining:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$140,767
<b>CSJ Number:</b>	0642-01-019	<b>State:</b>	\$35,192
<b>Project Name:</b>	FM 36	<b>Local:</b>	\$0
<b>County Name:</b>	HUNT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 1562 TO FM 2194	<b>Total Obligated:</b>	\$175,959
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT	<b>Let Date:</b>	Oct-2013
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Aug-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$175,959  
**Amt of Federal Funds Remaining:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Paris District - Grouped Projects**

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$186,757
<b>CSJ Number:</b>	0642-03-021	<b>State:</b>	\$46,689
<b>Project Name:</b>	FM 36	<b>Local:</b>	\$0
<b>County Name:</b>	HUNT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	IH 30 SFR TO SH 276	<b>Total Obligated:</b>	\$233,446
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT	<b>Let Date:</b>	Oct-2013
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Aug-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$233,446  
**Amt of Federal Funds Remaining:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$214,538
<b>CSJ Number:</b>	0901-22-097	<b>State:</b>	\$55,134
<b>Project Name:</b>	CR	<b>Local:</b>	\$0
<b>County Name:</b>	HUNT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	AT HAWK COVE TRIBUTARY	<b>Total Obligated:</b>	\$269,672
		<b>TDCs:</b>	0
<b>Work Type:</b>	BRIDGE REPLACEMENT	<b>Let Date:</b>	Aug-2014
		<b>Funding Category:</b>	6
		<b>Est Completion Date:</b>	Oct-2016

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$269,672  
**Amt of Federal Funds Remaining:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$2,353,973
<b>CSJ Number:</b>	1497-01-012	<b>State:</b>	\$588,493
<b>Project Name:</b>	FM 1568	<b>Local:</b>	\$0
<b>County Name:</b>	HUNT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 3218 TO SH 499	<b>Total Obligated:</b>	\$2,942,467
		<b>TDCs:</b>	0
<b>Work Type:</b>	REHABILITATION OF EXISTING ROAD	<b>Let Date:</b>	Sep-2013
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Aug-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$2,942,467  
**Amt of Federal Funds Remaining:** N/A

**FY 2014 ANNUAL PROJECT LISTING  
Dallas-Fort Worth Metropolitan Planning Organization**

**Paris District - Grouped Projects**

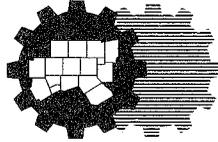
<b>Project ID:</b>	N/A	<b>Federal:</b>	\$3,381,077
<b>CSJ Number:</b>	2035-01-019	<b>State:</b>	\$375,675
<b>Project Name:</b>	FM 2101	<b>Local:</b>	\$0
<b>County Name:</b>	HUNT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	SH 34 TO FM 2947	<b>Total Obligated:</b>	\$3,756,753
		<b>TDCs:</b>	0
<b>Work Type:</b>	HAZARD ELIMINATION & SAFETY	<b>Let Date:</b>	Jul-2014
		<b>Funding Category:</b>	8
		<b>Est Completion Date:</b>	Oct-2015

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$3,756,753  
**Amt of Federal Funds Remaining:** N/A

<b>Project ID:</b>	N/A	<b>Federal:</b>	\$102,225
<b>CSJ Number:</b>	3145-01-007	<b>State:</b>	\$25,556
<b>Project Name:</b>	FM 1564	<b>Local:</b>	\$0
<b>County Name:</b>	HUNT	<b>Local Contribution:</b>	\$0
<b>Limits:</b>	FM 36 TO SH 34	<b>Total Obligated:</b>	\$127,781
		<b>TDCs:</b>	0
<b>Work Type:</b>	SEAL COAT	<b>Let Date:</b>	Oct-2013
		<b>Funding Category:</b>	1
		<b>Est Completion Date:</b>	Aug-2014

**Amt of Funds Programmed in the TIP (multiphased project):** N/A  
**Amt Obligated in the Program Year (2014):** \$127,781  
**Amt of Federal Funds Remaining:** N/A

**Total Federal Funds Obligated in FY 2014 (Grouped Projects): \$6,553,783**



North Central Texas Council Of Governments

February 2, 2015

The Honorable Toni Rose  
 Texas House of Representatives  
 PO Box 2910  
 Austin, Texas 78768

Dear Representative Rose:

During the December 18, 2014, North Central Texas Council of Governments (NCTCOG) Executive Board meeting, the Low Income Vehicle Repair, Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) was discussed including the program's need for funding and I promised to send you additional information.

I would like to take this opportunity to provide you with additional information about LIRAP, express its need for funding, and request your assistance during the 84<sup>th</sup> legislative session ensuring needed programmatic changes and full appropriations. Enclosed please find a LIRAP fact sheet and four presentation slides that include background on the program, funding information and potential options for the future.

LIRAP, through the AirCheckTexas Drive a Clean Machine Program, helps North Texas reduce automobile emissions by offering financial incentives to repair or replace high-emitting vehicles, helping to improve air quality. The Local Initiative Projects (LIP) is one component of LIRAP that administers several regional air quality programs, including the regional emissions enforcement program, which combats counterfeit, fictitious and improper state inspection certificates. Ten counties in the DFW region have been designated as nonattainment for the existing 8-hour ozone standards and, with new stricter ozone standards on the horizon, even more needs to be done to improve air quality.

In the Dallas-Fort Worth and Houston areas, residents pay a \$6 fee when their vehicles are inspected to fund LIRAP/LIP, which goes into the Clean Air Account No. 151, a General Revenue-Dedicated Account. In the 2012-13 biennium, LIRAP appropriations were reduced by 87.5 percent of 2010-11 biennial spending levels. These funding cuts continued in the Fiscal Year 14-15 General Appropriations Act. Because emissions testing fees remain at the same rate, funds continue to be collected from local residents but not appropriated, increasing the account balance. The account balance is approximately \$190 million.

The program has operated on a limited basis since the Legislature's decision to cut funding in 2011. Available funds are sitting unused, but funding is still very much in demand by residents throughout the region. Appropriating all revenue generated through the LIRAP/LIP program would be the best, but we understand the Legislature is tasked with finding additional revenue sources to fund transportation. One idea is to change LIRAP/LIP to allow innovative congestion mitigation projects with an air quality benefit to use 60 percent of funds generated from the LIRAP fee. Forty percent of the funds would still be used for the LIRAP component. Under this

Representative Rose  
Page Two

February 2, 2015

option, all revenues should still be appropriated for the modified program. Counties would also have oversight of the LIP project selection and fund distribution, as well as be allowed to exchange funds with other counties in the region to meet the minimum LIRAP threshold of 40 percent.

We support your efforts to find additional funding for transportation and we also urge you to support LIRAP/LIP and the air quality needs of Texas residents. Thank you for your valuable service to the NCTCOG Executive Board and the State of Texas. If you have any questions, please feel free to contact me at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, sweeping initial "M".

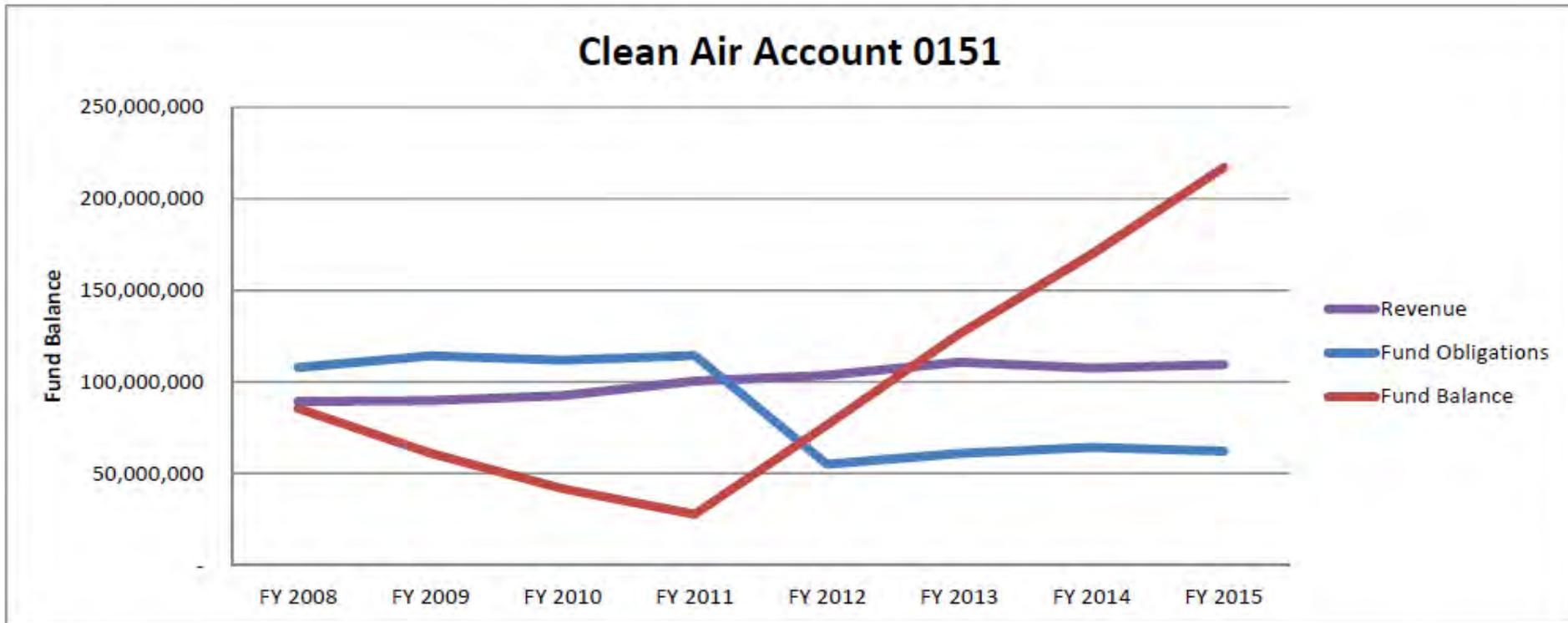
Michael Morris, P.E.  
Director of Transportation

SS/RH:mg  
Enclosures

cc: The Honorable Keith Self, Judge, Collin County  
Mike Eastland, Executive Director, NCTCOG

# ACCOUNT 0151 REVENUE & FUND BALANCE

Fiscal Years 2008 – 2015



Source: Texas Commission on Environmental Quality;  
House Select Committee on Transportation Funding, Expenditures  
& Finance; August 5, 2014

# LOW-INCOME REPAIR & REPLACEMENT ASSISTANCE PROGRAM (LIRAP) ESTIMATED FUNDS COLLECTED FISCAL YEARS 2013 – 2014

County	Fiscal Year 2013			Fiscal Year 2014		
	Estimated Qualifying OBD II Tests	Estimated Funds Collected <sup>1</sup>	Actual Funds Appropriated	Estimated Qualifying OBD II Tests	Estimated Funds Collected <sup>1</sup>	Actual Funds Appropriated
Collin	439,470	\$2,636,820	\$385,898	462,037	\$2,772,222	\$380,915
Dallas	1,457,063	\$8,742,378	\$1,238,873	1,524,926	\$9,149,556	\$1,270,963
Denton	322,234	\$1,933,404	\$280,068	335,980	\$2,015,880	\$279,876
Ellis	68,423	\$410,538	\$61,516	72,334	\$434,004	\$59,690
Johnson	69,577	\$417,462	\$61,681	70,980	\$425,880	\$60,896
Kaufman	45,332	\$271,992	\$39,647	47,181	\$283,086	\$39,708
Parker	57,395	\$344,370	\$49,405	60,480	\$362,880	\$50,015
Rockwall	47,753	\$286,518	\$41,596	51,497	\$308,982	\$41,290
Tarrant	1,071,360	\$6,428,160	\$981,636	1,110,502	\$6,663,012	\$938,098
<b>TOTAL</b>	<b>3,578,607</b>	<b>\$21,471,642</b>	<b>\$3,140,320</b>	<b>3,735,917</b>	<b>\$22,415,502</b>	<b>\$3,121,451</b>

<sup>1</sup> Calculations for Estimated Funds Collected based on multiplying \$6 by the number of Estimated Qualifying OBD II Tests.  
OBD II – On-Board Diagnostic II Emissions Test

Source: Texas Commission on Environmental Quality

# **MOVING FORWARD**

## **PROGRAM OPTIONS**

### **OPTION 1: Seek Full Funding of Program**

Reach Out to State Legislators to Encourage Full Appropriation

### **OPTION 2: Expand Eligibility for Broader Reach**

40% Funds: LIRAP

60% Funds: Transportation System Improvements

### **OPTION 3: County Oversight of Project Selection and Fund Distribution**

Reserve a Minimum of 40 Percent of Funds for LIRAP

Allow Counties to Exchange Funds within the Region to Meet 40 Percent Minimum

# TRANSPORTATION SYSTEM IMPROVEMENTS

## POSSIBLE PROJECTS FOR CONSIDERATION

### Infrastructure:

Dedicated Turn Lanes

### Congestion Relief Efforts:

Intelligent Transportation  
Systems

Bottleneck Improvements

Bicycle/Pedestrian Projects

Idle-Reduction Measures

Traffic Signal Progression

Vehicle Replacements/  
Repowers/ Retrofits

Alternative Refueling  
Infrastructure

### Transit Projects:

Service Expansion

Capital Investments

Freeway Incident

Management Strategies

Additional Project Ideas To Be Discussed

## **Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program/ Local Initiatives Projects (LIRAP/LIP) Options for the 84<sup>th</sup> Texas Legislature**

### **Background**

The Low-Income Vehicle Repair Assistance, Retrofit and Accelerated Vehicle Retirement Program (LIRAP), through the AirCheckTexas Drive a Clean Machine Program, helps North Texas reduce automobile emissions by offering financial incentives to repair or remove high-emitting vehicles from the roadways. Ten counties in the Dallas-Fort Worth (DFW) region have been designated as nonattainment for the existing 8-hour ozone standards and, with the threat of new stricter ozone standards, even more needs to be done to improve air quality. The Local Initiative Projects (LIP) is another component of LIRAP that administers several regional air quality programs, including the regional emissions enforcement program. This program is instrumental in combating counterfeit, fictitious and improper state inspection certificates, helping to improve air quality in North Texas.

### **Funding Source**

The Clean Air Account No. 151 is a General Revenue-Dedicated Account established by the Texas Legislature to receive fees used to safeguard the air resources of the State. LIRAP and LIP, among other air quality programs, are allowable uses of Clean Air Account funds. Funds deposited into the account come from Motor Vehicle Emissions Inspection/Maintenance (I/M) Fees, which are assessed in the state's air quality nonattainment areas. North Texas vehicle owners with 1996 and newer vehicles currently pay a \$6 fee during their vehicle inspection to fund LIRAP/LIP. Although the I/M program is mandatory, the \$6 fee and participation in LIRAP/LIP is voluntary. Counties may opt out of collecting the fee and withdraw from the program through an extensive process, as Collin County recently voted to do.

### **Funding Balance**

In the 2012–13 biennium, LIRAP appropriations were reduced by 87.5 percent of 2010–11 biennial spending levels, from \$45 million to \$6.3 million per fiscal year. Because emissions testing fees remain at the same rate, funds continue to be collected but not appropriated, increasing the account balance. The Legislative Budget Board estimated a \$95.1 million balance of LIRAP receipts in a January 2013 study<sup>1</sup>. Approximately half of those funds are attributable to the DFW region. This balance is expected to double by the end of Fiscal Year (FY) 2015, due to the continued 87.5 percent funding cut to LIRAP/LIP in the FY14-15 General Appropriations Act.

### **Program Success**

The LIRAP program has operated on a limited basis since the Legislature's decision to cut funding in 2011. Since the program began in 2002, a total of 30,184 vehicles have been replaced, while 29,548 vehicles have been repaired. The program has also generated revenue for Texas businesses, including car dealerships, vehicle inspection stations and vehicle repair shops. Dealership vehicle sales from FY08-FY13 totaled \$426,408,700, creating new sales tax, surcharge, title and registration fees for the State.

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<sup>1</sup> Options to Reduce Reliance on General Revenue-Dedicated Accounts for Certification of the State Budget. (January 2013). [http://www.lbb.state.tx.us/Agency\\_Perf\\_Review/Options%20to%20Reduce%20Reliance.pdf](http://www.lbb.state.tx.us/Agency_Perf_Review/Options%20to%20Reduce%20Reliance.pdf)

## **LIRAP/LIP Funding Options**

**Support the Low Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) through the following principles:**

### **Appropriate all revenue generated through the LIRAP/LIP program**

The Legislative Budget Board estimated a \$95.1 million balance of LIRAP receipts in 2013 and this balance is expected to double by the end of FY2015. These dedicated funds are sitting unused and not being put toward their intended purpose. Appropriating all revenue generated through the LIRAP/LIP program would be the simplest solution to the problem.

### **Expand the eligibility of projects that can be funded through the LIRAP program**

This option proposes a change to LIRAP/LIP that would allow innovative congestion mitigation projects with an air quality benefit to use 60 percent of funds generated from the LIRAP fee. Transportation system improvements could include emissions enforcement programs, low-cost intersection improvements, intelligent transportation systems, bottleneck improvements, traffic signal progression, freeway incident management strategies, alternative fuel vehicles/infrastructure and idle-reduction measures. Forty percent of the funds would still be used for the LIRAP component.

### **Allow county oversight of LIP project selection and fund distribution**

Counties within a region should be allowed oversight of LIP project selection and fund distribution. As stated above, expand the eligibility of projects to allow innovative congestion mitigation projects with an air quality benefit, but reserve a minimum threshold of 40 percent of funds for LIRAP. Counties should be allowed the ability to exchange funds with other counties in the region to meet the regional minimum 40 percent LIRAP threshold.



January 29, 2015

Mr. Michael Morris  
Director of Transportation  
Regional Transportation Council  
P.O. Box 5888  
Arlington, Texas 76005

Dear Mr. Morris:

It has been a privilege to serve on the Regional Transportation Council (RTC) for the past seven years, after the untimely passing of my friend, Euless Councilmember Carl Tyson. I have missed several meetings recently, due to conflicts in my schedule. Unfortunately, I am resigning my position on the RTC, as an alternate member, effective immediately.

I am grateful for the opportunity to have assisted in the area's transportation plans and programs. **I would like to thank you, and all of the staff, for all that you do to make this program so successful. The support I received from the cities that I represented is appreciated as well. I wish RTC continued success in meeting the area's transportation needs.**

Sincerely,

Bill McLendon  
Councilmember



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# TEXAS HOUSE *of* REPRESENTATIVES

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## **Chris Turner**

*State Representative, District 101*

January 27, 2015

Lt. Gen Joe Weber (Ret.)  
Executive Director, Texas Department of Transportation  
125 E. 11th Street  
Austin, TX 78701

Dear General Weber,

It was a pleasure meeting with you earlier this month. I appreciate the opportunity to discuss transportation in our state and projects impacting the community I represent, specifically State Highway 360 (SH360), Spur 303 and the Interstate 30/SH360 interchange.

I want to again express my appreciation to the Texas Department of Transportation (TxDOT) team for its work on expanding SH360 south of I-20. Since first taking office in 2009, this project has been one of my top priorities. Once complete, the expansion will have a positive impact on those who live and work in southeast Tarrant County's fast growing communities.

With respect to other projects in and near my community, as I mentioned, last year I met with Fort Worth District Engineer Brian Barth to share my concerns about Spur 303, commonly referred to as East Pioneer Parkway. This piece of roadway, located entirely within House District 101, has proven very dangerous for pedestrians who cross daily as well as drivers who must watch for those traversing the road by foot. Because a large junior high school, which will soon be converted to a district-wide career and technology campus, is located on this roadway, we often see children and parents crossing the road. My district office is located on this stretch of road and my staff and I have witnessed many school-aged children from surrounding elementary, junior and high schools crossing this highway. As a result of a lack of crosswalks, mixed with high speed traffic, multiple pedestrian fatalities have occurred.

In addition to meeting with Mr. Barth, Michael Morris, Director of Transportation with the North Central Texas Council of Governments, and I have met twice in the past year to discuss my concerns. Recently, my staff attended a stakeholder meeting with Mr. Morris and his staff, representatives from the TxDOT Fort Worth District office, Arlington Independent School District and the City of Arlington to discuss a comprehensive approach to address our collective concerns regarding this roadway. I appreciate the level of commitment by your agency and local stakeholders to address this issue and I look forward to continuing our work to find a solution that helps keep my constituents and others safe.

[Chris.Turner@house.state.tx.us](mailto:Chris.Turner@house.state.tx.us)

Capitol • P.O. Box 2910 • Austin, Texas 78768-2910 • phone (512) 463-0574 • fax (512) 463-1481  
District • 1600 East Pioneer Parkway • Suite 515 • Arlington, Texas 76010 • phone (817) 459-2800 • fax (817) 459-7900

Weber

January 27, 2015

Page 2

In addition to sharing my appreciation in respect to Spur 303, I am writing to urge the Texas Transportation Commission to approve funding for the I-30/SH360 interchange project. When complete, it will bring much-needed relief to a location that is often congested with traffic and has become a safety hazard due to the lack of a direct interchange.

Currently, drivers who wish to transfer to either route must exit the highway or interstate and wait at a traffic signal, then traverse long access roads to transfer on to their route. This inconvenient infrastructure creates unnecessary delays for commuters and visitors to our community. Constructing an interchange is the logical thing to do.

The intersection of the two highways is a central crossroads in Arlington. I am confident that the construction of an interchange connecting the two routes will allow a much safer and smoother junction at the location where traffic is often compounded by Arlington's surrounding entertainment district. The location of the proposed interchange will positively impact the many visitors who frequent the area's tourist attractions including AT&T Stadium, Globe Life Park, and Six Flags over Texas while also creating opportunities for additional economic development along the proposed highway frontage road going east to the President George Bush Turnpike.

Beyond the relief the interchange will bring to the tourist attractions, the route is also key for commuting residents. SH360 is Arlington's main route to D/FW Airport to the north and heavily populated neighborhoods in Arlington, Grand Prairie and Mansfield to the south. In addition, I-30 connects Arlington to both Dallas and Fort Worth. The interchange will improve traffic capacity and access in this vital area, not just for commuters but for our first responders as well.

I appreciate your attention to this matter and I look forward to working with you and your staff on this project. Please contact me or my Chief of Staff, Emily Amps, by calling (512) 463-0574 with any questions or if we can provide you with additional information.

Sincerely,



Chris Turner

Cc: Hon. Ted Houghton, Chairman, Texas Transportation Council  
Hon. Mike Cantrell, Chair, NCTCOG Regional Transportation Council  
Hon. Ron Jensen, Member, NCTCOG Regional Transportation Council  
Hon. Kathryn Wilemon, Member, NCTCOG Regional Transportation Council  
Mr. Michael Morris, Director, NCTCOG Transportation Department



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

TO: Federal Highway Administration  
Federal Transit Administration  
Environmental Protection Agency  
Texas Department of Transportation  
Texas Commission on Environmental Quality  
Dallas Area Rapid Transit  
Fort Worth Transportation Authority  
Denton County Transportation Authority  
North Texas Tollway Authority  
Collin County Toll Road Authority  
Dallas/Fort Worth International Airport  
Impacted Local Governments

DATE: January 27, 2015

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

SUBJECT: Resolution Adopting Mobility 2035: The Metropolitan Transportation Plan for North Central Texas, 2014 Amendment

On November 13, 2014, the Regional Transportation Council (RTC) of the North Central Texas Council of Governments (NCTCOG) approved Mobility 2035: The Metropolitan Transportation Plan for North Central Texas, 2014 Amendment. RTC Resolution R14-09 is enclosed for your information. The NCTCOG Executive Board also endorsed the plan on December 18, 2014. A copy of the Executive Board Resolution is also enclosed.

The Mobility 2035 – 2014 Amendment was developed in cooperation with local governments, the Texas Department of Transportation, the North Texas Tollway Authority, Dallas Area Rapid Transit, the Fort Worth Transportation Authority, Denton County Transportation Authority, and other transportation agencies.

The plan is currently in the federal/state consultation process and is undergoing final air quality conformity review, and a positive finding is expected in early 2015.

Section 10 of RTC Resolution R14-09 requires that it be provided to all impacted parties.

If you have any questions regarding the Mobility 2035 – 2014 Amendment or the enclosed resolutions, please contact Chad McKeown at (817) 695-9134.

A handwritten signature in black ink, appearing to read "Michael Morris", is written over a horizontal line. Below the line, the name "Michael Morris, P.E." is printed in a standard sans-serif font.

Michael Morris, P.E.

CM:cmg  
Enclosure

**JOINT RESOLUTION ADOPTING  
MOBILITY 2035: THE METROPOLITAN TRANSPORTATION PLAN FOR NORTH  
CENTRAL TEXAS – 2014 AMENDMENT, AND THE  
2014 TRANSPORTATION CONFORMITY DETERMINATION FOR THE  
DALLAS-FORT WORTH TEN-COUNTY NONATTAINMENT AREA  
(R14-09)**

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the NCTCOG and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) assigns the MPO the responsibility for developing and maintaining the Metropolitan Transportation Plan and Transportation Improvement Program and their periodic updates; and,

**WHEREAS**, MAP-21 requires the Metropolitan Transportation Plan and Transportation Improvement Program include a financial plan to demonstrate the consistency of proposed transportation investments with available and projected sources of revenue; and,

**WHEREAS**, guidelines used to develop the Metropolitan Transportation Plan and Transportation Improvement Program came from the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) as a transition to MAP-21; and,

**WHEREAS**, Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment was developed in cooperation with local governments, the Texas Department of Transportation, North Texas Tollway Authority, Dallas Area Rapid Transit, Fort Worth Transportation Authority, Denton County Transportation Authority, and other transportation agencies; and,

**WHEREAS**, the Civil Rights Act of 1964 and Executive Order 12898 mandate nondiscrimination and analysis of impacts to protected populations for all federally funded projects; and,

**WHEREAS**, the RTC's policy is to evaluate the benefits and burdens of transportation policies, programs, and plans to prevent disparate impacts and improve the decision-making process, resulting in a more equitable systems; and,

**WHEREAS**, MAP-21 assigns the MPO the responsibility for carrying out the transportation conformity process, in cooperation with the State and operators of publicly owned transit services; and,

**WHEREAS**, the Environmental Protection Agency (EPA) has designated the ten-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise Counties as moderate nonattainment under the 2008 8-hour National Ambient Air Quality Standard for the pollutant ozone, effective July 20, 2012; and,

**WHEREAS**, the current RTC metropolitan planning area includes all of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties; and,

**WHEREAS**, MAP-21 and the Clean Air Act regulations require information regarding the development of the Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment and the 2014 Transportation Conformity analysis be available for public comment according to the adopted MPO public participation plan; and,

**WHEREAS**, the Regional Transportation Council approved Transportation Improvement Program-related project modifications created by Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment on October 9, 2014; and,

**WHEREAS**, Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment and the 2014 Transportation Conformity has been recommended for adoption to the RTC by the NCTCOG Surface Transportation Technical Committee.

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

**Section 1.** The Regional Transportation Council as the transportation policy body for the Metropolitan Planning Organization adopts the policies, programs and projects identified in Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment.

**Section 2.** The Regional Transportation Council as the transportation policy body for the Metropolitan Planning Organization approves the results of the 2014 Transportation Conformity demonstrating successful passing of the motor vehicle emissions budgets test as required by MAP-21 and the Clean Air Act.

**Section 3.** The development of Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment utilized the most recent regional demographic projections as adopted by the NCTCOG Executive Board on February 24, 2011, and 2014 Transportation Conformity utilized latest planning assumptions and emissions model.

**Section 4.** Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment provide for timely implementation of Transportation Control Measures (TCM).

**Section 5.** The recommendations included in Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment meet financial constraint requirements and all federal nondiscrimination and Environmental Justice requirements and have no disproportionate impacts on protected populations.

**Section 6.** This resolution reaffirms action taken on October 9, 2014, by the Regional Transportation Council on Transportation Improvement Program-related changes created by the Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment.

**Section 7**

The Regional Transportation Council directs staff to appropriately amend other planning documents such as the Transportation Improvement Program and Unified Planning Work Program as needed.

**Section 8.**

The development of Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment and the 2014 Transportation Conformity was conducted in accordance with NCTCOG's approved public participation plan, including presentation of draft recommendations and analysis results prior to Regional Transportation Council adoption.

**Section 9.**

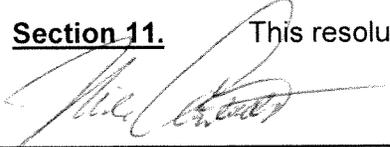
The latest public involvement information for the 2014 Transportation Conformity, including Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment will be transmitted to the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Texas Department of Transportation, and the Texas Commission on Environmental Quality.

**Section 10.**

This resolution will be transmitted to the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Texas Department of Transportation, Texas Commission on Environmental Quality, Dallas Area Rapid Transit, Fort Worth Transportation Authority, Denton County Transportation Authority, North Texas Tollway Authority, Collin County Toll Road Authority, and all impacted local governments.

**Section 11.**

This resolution shall be in effect immediately upon its adoption.



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Mike Cantrell, Chair  
Regional Transportation Council  
Commissioner, Dallas County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on November 13, 2014.



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Ron Jensen, Secretary  
Regional Transportation Council  
Mayor, City of Grand Prairie

**RESOLUTION ENDORSING MOBILITY 2035: THE METROPOLITAN TRANSPORTATION PLAN FOR NORTH CENTRAL TEXAS – 2014 AMENDMENT AND THE 2014 TRANSPORTATION CONFORMITY DETERMINATION FOR THE NORTH CENTRAL TEXAS TEN-COUNTY NONATTAINMENT AREA**

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with NCTCOG and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, federal law, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), assigns the MPO the responsibility for carrying out the metropolitan transportation planning process, in cooperation with the state and operators of publicly owned transit services; and,

**WHEREAS**, MAP-21 assigns the MPO the responsibility for approving the metropolitan transportation plan and periodic updates; and,

**WHEREAS**, Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment were developed in cooperation with local governments, the Texas Department of Transportation, North Texas Tollway Authority, Dallas Area Rapid Transit, Fort Worth Transportation Authority, Denton County Transportation Authority, and other transportation agencies; and,

**WHEREAS**, MAP-21 assigns the MPO the responsibility for carrying out the transportation conformity process, in cooperation with the state and operators of publicly owned transit services; and,

**WHEREAS**, guidelines used to develop the metropolitan transportation plan, transportation conformity, and transportation improvement program come from the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) as a transition to MAP-21; and,

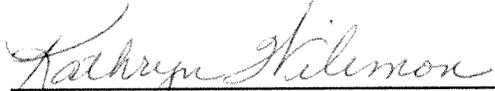
**WHEREAS**, the air quality conformity review of Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment meets the transportation conformity-related requirements of the State Implementation Plan; the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)) as amended on November 15, 1990; and the conformity rule as specified in the U.S. Environmental Protection Agency's Transportation Conformity Rule Restructuring Amendments, effective April 13, 2012; and,

**WHEREAS**, the environmental justice review of Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment meets the requirements of the Civil Rights Act of 1964 and Executive Order 12898 regarding nondiscrimination of protected populations for all federally funded projects; and,

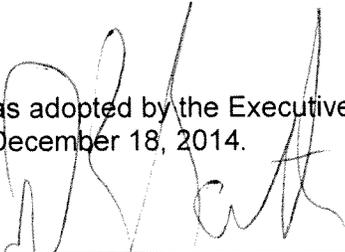
**WHEREAS, Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment and findings of the 2014 Transportation Conformity and environmental justice analyses were adopted by the Regional Transportation Council on November 13, 2014, under Resolution R14-09.**

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

- Section 1.** The Executive Board endorses Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment.
- Section 2.** The Executive Board endorses the findings of the 2014 Transportation Conformity which indicate that Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment meet the transportation conformity-related requirements of the State Implementation Plan, the Clean Air Act, and the transportation conformity rule.
- Section 3.** The Executive Board endorses the findings of the nondiscrimination and environmental justice review which indicate that Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment has no disproportionate impacts on protected populations.
- Section 4.** This resolution will be included in the final documentation of Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment and 2014 Transportation Conformity.
- Section 5.** This resolution shall be in effect immediately upon its adoption.

  
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Kathryn Wilemon, President  
North Central Texas Council of Governments  
Mayor Pro Tem, City of Arlington

I hereby certify that this resolution was adopted by the Executive Board of the North Central Texas Council of Governments on December 18, 2014.

  
\_\_\_\_\_  
Daniel Scarth, Secretary-Treasurer  
North Central Texas Council of Governments  
Councilmember, City of Fort Worth



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

January 26, 2015

The Honorable Anthony Foxx  
US Secretary of Transportation  
US DOT - Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Secretary Foxx:

The North Central Texas Council of Governments (NCTCOG) celebrated its 40<sup>th</sup> anniversary as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area in 2014. With the help of our local, state, and federal transportation partners, the region has developed a multimodal transportation system to accommodate nearly 7 million people. The Regional Transportation Council (RTC) took an opportunity last year to reflect on the transportation planning accomplishments of the past four decades. Without your assistance and support over the years, the successes we have experienced would not have been possible.

Please accept the enclosed flash drive with our 40<sup>th</sup> anniversary logo in appreciation of the work you and your agency assisted with in developing transportation solutions for our dynamic region. The flash drive includes two anniversary videos we produced – *The Future of Transportation* and *40 Years of the Metropolitan Planning Organization* – as well as a current roster of the RTC.

We invite you to use this flash drive to hold presentations, photos and other materials that help you do your job. It will fit on your key ring as a reminder of the importance of cooperation to the development of transportation improvements.

Content developed throughout 2014 is available on our anniversary website, [www.nctcog.org/dfwmpo40](http://www.nctcog.org/dfwmpo40). Thank you again for your continued assistance as we seek transportation solutions that will keep our growing region moving well into the future. We look forward to many more years of cooperation.

Sincerely,

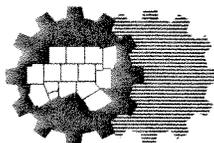
A handwritten signature in black ink, appearing to read "Mike Cantrell".

Mike Cantrell  
Chair, Regional Transportation Council  
Commissioner, Dallas County

A handwritten signature in black ink, appearing to read "Michael Morris".

Michael Morris, P.E.  
Director of Transportation  
North Central Texas Council of Governments

BW:ch  
Enclosure



North Central Texas Council Of Governments

January 20, 2015

Mr. Anthony Foxx  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Foxx:

Subject: Unmanned Aircraft System Activity in North Texas

As a partner committed to protecting North Texas aviation assets, I have a growing concern regarding potential safety impacts to our airports from the careless operation of Unmanned Aircraft Systems (UAS). The Dallas-Fort Worth region has a highly concentrated and complex aviation system with over 2.1 million annual aircraft operations and approximately 4,100 based aircraft. With increased UAS activity, the potential for an incident is high.

The North Central Texas Council of Governments (NCTCOG) aviation staff is apprised of ongoing efforts at the federal, state, and local levels regarding UAS integration, including the Federal Aviation Administration (FAA) designated Texas Lone Star UAS Test Site. However the UAS industry is not standing idle while awaiting federal regulation. Administrator Michael Huerta recently indicated there are up to 25 known cases per month nationally where model or unmanned aircraft fly above the regulated 400 foot ceiling, with some flying as high as 2,000 feet. Unfortunately, many of these operators are unaware of their proximity to aviation facilities, greatly increasing the potential for conflict.

One such example is the October 2014 FAA investigation into an incident involving an unmanned aircraft crash within Dallas Love Field Airport's controlled airspace. Also, NCTCOG staff is aware of instances where "drones" have been sighted in close proximity to our General Aviation airports. A recent survey to members of our Air Transportation Technical Advisory Committee (ATTAC) revealed a sensitivity to UAS safety in our region. Responses indicate collision avoidance, activity reporting, notification, and lack of operator training/education were top concerns.

I believe a joint, strategic partnership between the FAA and NCTCOG could be mutually beneficial to address these concerns and mitigate potential safety hazards. A recommendation from our FAA-funded General Aviation system Plan stated the need to continue a regional dialogue regarding the impacts of this technology to our area. As such, we are active participants in the Arlington Center for Innovation's Unmanned Systems Consortium and NCTCOG staff regularly facilitates discussions regarding UAS activity with ATTAC and industry partners, including the National Business Aviation Association and the Aircraft Owners and Pilots Association.

Mr. Anthony Foxx  
Page Two

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I also understand there is great promise for UAS technology to benefit our quality of life and I commend FAA's progress towards the safe integration of UAS in the National Airspace System. Currently, our aviation staff is exploring ways in which safe, FAA approved, UAS projects could assist with transportation planning and engineering.

Unfortunately, not all UAS operators are following best practices. It is in this context we request an opportunity to discuss how NCTCOG would be valuable to FAA's mission. If you have any questions, please contact me at [mmorris@nctocg.org](mailto:mmorris@nctocg.org) or (817) 695-9241. Michael Mallonee, NCTCOG Aviation lead, is available for review of possible strategies.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris", with a large, stylized flourish at the end.

Michael Morris, P.E.  
Director of Transportation

MB:lk

cc: Michael Huerta, Administrator, Federal Aviation Administration  
Kelvin Solco, Regional Administrator, Federal Aviation Administration Southwest Region  
Michael Mallonee, Principal Transportation Planner, NCTCOG



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

January 7, 2015

Mr. William L. Hale, P.E.  
Chief Engineer  
Texas Department of Transportation  
125 E. 11th Street  
Austin, Texas 78701-2483

Dear Mr. Hale:

This month TxDOT is scheduling meetings with the larger Metropolitan Planning Organizations at which I would like to place an item on the agenda. I respectfully request that we pursue in Texas the ability of having a trade fair to swap funding sources. I believe it will maximize the effectiveness of both the individual regions and the State of Texas. The revenue sources and related items include Congestion Mitigation Air Quality funds, Surface Transportation Program fund, Proposition 1 funds and Transportation Development Credits.

For example, the Dallas-Fort Worth region could potentially use Congestion Mitigation Air Quality funds to advance a tolled managed lane project where another metropolitan region may be struggling with their programming of available resources but could easily use Surface Transportation Program funds. These funds could be sold dollar for dollar or at a discounted rate. For example, we are selling \$100 million Transportation Development Credits to TxDOT for \$10 million in local revenue.

Since Proposition 1 projects are being programmed at this time, and some revenue sources stalled and risking potential loss to the State, I believe this is an essential topic for discussion as soon as possible. Marc Williams is currently scheduling meetings with the Metropolitan Planning Organizations, and I believe this item is best placed on the agenda for larger MPOs.

Please get back to me on your interest in this potential trade fair idea.

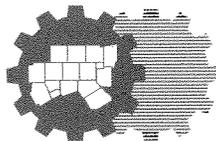
Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, sweeping flourish at the end.

Michael Morris, P.E.  
Director of Transportation

MM:kad

cc: Mr. Marc Williams, Director of Planning – Administration, TxDOT



North Central Texas Council Of Governments

January 6, 2015

Ms. Kris Hogan  
Office of Legal Services  
Texas Commission on Environmental Quality  
PO Box 13087, MC 205  
Austin, TX 78711-3087

Subject: Public Comment on Proposed Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) Revisions to 30 Texas Administrative Code  
Chapter 114 – Control of Air Pollution from Motor Vehicles, Rule Project Number 2014-027-114-AI

Dear Ms. Hogan:

The North Central Texas Council of Governments (NCTCOG) is the regional administrator for LIRAP in the Dallas-Fort Worth area and appreciates the opportunity to comment on the Texas Commission on Environmental Quality's (TCEQ) proposed revisions to 30 Texas Administrative Code (TAC) Chapter 114, Control of Air Pollution From Motor Vehicles. NCTCOG would like to provide the following comments on the proposed revisions to help optimize the program.

**Distribution of Unspent Allocated Funds upon LIRAP Opt-Out Effective Date**

The Commission requested comments concerning the program opt-out options proposed. NCTCOG believes counties should have the ability to decide when to opt out of the program, and the options provided will give counties additional flexibility to spend previously allocated funds. However, in subsection 114.64(g)(3), the TCEQ proposes that funds allocated to a county opting out of LIRAP that have not been spent upon the county's LIRAP Opt-Out Effective Date shall be returned to the TCEQ. This arrangement may prove complicated since all participating counties in the Dallas-Fort Worth (DFW) area agreed to share funding and have NCTCOG regionally administer the program. An Inter-County Cooperative Agreement between participating counties in DFW allows funds to be combined and shared between them. If funds from a county that has opted out of LIRAP have been previously used by other counties within the region, it may not be possible to return them. NCTCOG recommends the proposed rules be amended to address this situation and allow funds that were allocated, but unspent by a county upon its LIRAP Opt-Out Effective Date to be used by other participating counties in the same region without requiring the funds to be returned to the TCEQ.

NCTCOG also recommends that the TCEQ develop a process for the distribution of funds previously collected from a county but not yet appropriated if that county chooses to opt out of LIRAP. Since Fiscal Year 2012, LIRAP fees collected have accrued at a much faster rate than what has been appropriated creating a large surplus of funds. Counties choosing to opt out of LIRAP fee collection should have the opportunity to utilize all previously collected

January 6, 2015

funds after the LIRAP Opt-Out Effective Date until all funds have been exhausted. As the 84<sup>th</sup> Texas Legislative Session begins this month, possible program modifications may occur that provide counties greater flexibility on ways to utilize surplus funds. NCTCOG also recommends that the TCEQ promptly alert all counties of any program modifications resulting from legislative action.

**Recordkeeping and Auditing Requirements for Non-Participating Counties**

Related to subsection 114.70(c) and (d), NCTCOG supports the requirement that program-related records should be maintained for three years after the LIRAP Opt-Out Effective Date and that the non-participating county, its designated entity, Recognized Emissions Repair Facilities, and participating vehicle retirement facilities shall allow the TCEQ to audit and inspect records. However, NCTCOG recommends that automobile dealerships also be added to the list of parties that must keep records and be subject to audits.

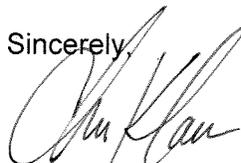
**LIRAP Fee Termination Effective Date**

The Commission requested comments related to the element of subsection 114.64(g)(2) that requires several months between the time a county notifies the TCEQ that they wish to opt out of LIRAP and the actual LIRAP fee termination effective date. NCTCOG believes this is reasonable based on the process the TCEQ and other relevant state agencies must undertake once an opt-out notice is received from a participating county.

Thank you for this opportunity to comment. While NCTCOG appreciates that the TCEQ is holding a public hearing to receive comments on these proposed rules in Austin on January 6, 2015; NCTCOG would have hoped that the TCEQ would also hold a public hearing in the Dallas-Fort Worth area since Collin County's desire to opt out of LIRAP was the catalyst that initiated this rulemaking.

We look forward to a continued partnership with the TCEQ as we work together towards the common goal of cleaner air. If you have any questions, please feel free to contact Shannon Stevenson, Program Manager, at (817) 608-2304 or [sstevenson@nctcog.org](mailto:sstevenson@nctcog.org).

Sincerely,



Chris Klaus  
Senior Program Manager

SD:mg

cc: The Honorable Keith Self, Judge, Collin County  
Richard A. Hyde, P.E., Executive Director, TCEQ  
David Brymer, Air Quality Division Director, TCEQ  
Michael Morris, P.E., Director of Transportation, NCTCOG



## Texas Department of Transportation

125 EAST 11<sup>TH</sup> STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

January 2, 2015

The Honorable Cindy Burkett  
Texas House of Representatives, District 113  
Capitol Office, Room E2.322  
P.O. Box 2910  
Austin, Texas 78768-2910

Re: Questions concerning Your Response Letter Dated October 29, 2014 regarding the Blacklands Corridor

Dear Representative Burkett:

I would like to thank you and your staff for setting aside time on January 7th for me to further discuss your thoughts and concerns regarding the Blacklands Corridor. I look forward to discussing this matter in greater detail with you at that time. In advance of that meeting, I would like to share some general information to begin addressing your concerns as stated in your November 13, 2014 letter to Executive Director LtGen Joe F. Weber.

Below are concerns and questions from your Nov. 13 letter, followed by information that addresses all 11 of them.

- Second paragraph (Nov. 13, 2014 letter):

1. *"Is there not a more formal procedure followed by private companies that build transportation infrastructure – i.e., an approval process for the need of the road – before being included in a formal statewide transportation plan?"*

The Texas Department of Transportation (TxDOT) placed the Blacklands Corridor project in its 10-year planning document, the Unified Transportation Plan (UTP), while the project was being evaluated by the North Central Texas Council of Governments (NCTCOG) as a "corridor for near-term evaluation" and possible inclusion in its planning document, the Metropolitan Transportation Plan (MTP). Its placement in the UTP was also required to help TxDOT to track its expenses during the review process. The procedure for inclusion in the UTP was consistent with other new location corridor projects in the planning stages of development. The NCTCOG's current MTP is known as the Mobility 2035 – 2014 Amendment. The UTP and the MTP are separate state and regional planning documents that complement each agency's project planning efforts. In this case, NCTCOG evaluation and public involvement efforts for the project's need ultimately led to the recommendation that the corridor not be included in Mobility 2035 – 2014 Amendment. As a result, TxDOT is now proceeding with the removal of the project from the UTP, a document that is updated several times a year as project needs evolve.

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2. *"What is TxDOT's formal process, involvement and oversight with this type of project?"*

TxDOT has full environmental review oversight and approval authority of this project. As such, an Environmental Assessment or Environmental Impact Statement would be required, along with required public involvement, and would need to be approved by TxDOT before any further project development approval is issued. In addition, any project must be reviewed and voted upon by the Texas Transportation Commission, including the Blacklands Corridor. The project cannot proceed until both requirements are fulfilled.

3. *"What is TxDOT's procedure to oversee eminent domain authority and ensure that citizen's private property rights are protected?"*

TxDOT recognizes the statutory authority given to the Texas Turnpike Corporation (TTC), the private company that sought to develop the Blacklands Corridor. The TTC's right to purchase property for the project can only be exercised upon receipt of environmental clearance from TxDOT and project approval from the Texas Transportation Commission. Should eminent domain be exercised during right-of-way acquisition process, TxDOT would oversee the procedures followed by TTC to ensure applicable state and federal laws are followed.

- Third paragraph:

4. *"There appears to be three different entities involved in the process and it brings a concern that transparency is a bit convoluted in this process."*

TxDOT, TTC, and NCTCOG worked cooperatively during the public involvement process for this project to ensure transparency was maintained for the public. This is no different from the hundreds of projects that are worked on between the Agencies. The public involvement effort was led by NCTCOG as it considered inclusion in its Mobility 2035 – 2014 Amendment that outlined regional transportation priorities. TxDOT attended the NCTCOG public meetings, and should the project have moved forward in the Mobility 2035 – 2014 Amendment, TxDOT would have oversight on additional public meetings and would have conducted the Public Hearing as part of the environmental clearance process.

- Fourth paragraph:

5. *"Could you go into detail about from whom and how TxDOT received the NCTCOG 'priority?' What is the relationship between the NCTCOG staff and NCTCOG. I expect NCTCOG to be either the NCTCOG Executive Committee or executive administration. Was this 'priority' given in the form of a resolution? Verbally? In an email? How was it communicated? Again, my concern is that all entities involved are transparent in their dealings."*

The Regional Transportation Council (RTC) is the federally designated policy committee responsible for the Regional Transportation Plan. It is the RTC and not the NCTCOG Executive Board that has jurisdiction over transportation. The RTC instructed NCTCOG staff to conduct public outreach and planning on this project. In April 2013, the RTC authorized NCTCOG staff to conduct the Blacklands Corridor Feasibility Study and public meetings began in July 2013.

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The process was to examine whether a transportation need existed in the study corridor (which was expanded based on public comments), identify potential alternatives for meeting a need if one was found to exist, and evaluate those alternatives for the ability to meet the transportation need. Public meetings were held at each stage in the process.

In October 2013, NCTCOG staff formally briefed the RTC on the Blacklands Corridor project. The RTC, which holds monthly public meetings and includes the Dallas District Engineer as a member, was informed then that the project was not included in the MTP but was being carried in the appendix of the Mobility 2035 – 2013 Update as a “corridor identified for near-term evaluation.” Additional public meetings concerning the Blacklands Corridor were then held by NCTCOG in the months after that RTC briefing, as the NCTCOG developed its next MTP revision, the Mobility 2035 – 2014 Amendment.

- Fifth paragraph:

6. *“I appreciate TxDOT’s policy to defer to local and regional control of project development, but I am curious as to how many contacts by the public to TxDOT ‘triggers’ a more hands-on involvement into the local entities’ process.”*

TxDOT and NCTCOG followed the established process that has successfully guided regional project development. As part of its oversight role, TxDOT met with TTC in 2013 and more frequently during 2014 to discuss project development activities such as environmental document development and processing, environmental technical reports, public involvement comments, and the project development schedule. TxDOT is removing the project from the UTP based upon a recent recommendation by NCTCOG staff and action by RTC to not include the Blacklands Corridor in the MTP.

7. *“Additionally, it would appear that TxDOT and the Commission has already circumvented the ‘local decision-making process’ by adding the project to the UTP in the first place (note: the Blacklands toll road was included within the UTP before the feasibility study was even completed).”*

The Blacklands project was added to the UTP consistent with how other projects are included for planning and project development. Inclusion of the project in the UTP was done to track TxDOT’s environmental document review costs and to mirror the project’s previous inclusion in the appendix of Mobility 2035 – 2013 Update as a “corridor identified for near-term evaluation.” This mirrors what the RTC does by inclusion of these planning activities, in this case, by the Unified Program Work Plan.

- Sixth paragraph:

8. *“It would appear to obtain true public input that the UTP should be broken down into regional projects, with the publication being made in a way that the public will actually have an opportunity to consume the information pertinent to them and submit comments in an informed fashion.”*

TxDOT is always looking for ways to improve its public involvement process and welcomes the opportunity to discuss this idea with you in more detail.

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The Honorable Cindy Burkett

January 2, 2015

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- Seventh paragraph:

9. "I would appreciate a copy of the 31 comments."

TxDOT will provide copies to you at your rescheduled meeting in January.

- Eighth paragraph:

10. "Again, I'm concerned about the apparent lack of oversight of a private corporation by TxDOT."

TxDOT established a formal working relationship via a Memorandum of Understanding (MOU) with the Texas Turnpike Corporation. In addition, TxDOT met with the TTC in 2013 and more frequently during 2014 to discuss project development activities, coordination, and environmental documentation.

- Ninth paragraph:

11. "I was taken aback by the fact that TxDOT, on January 25, 2014, executed a memorandum of understanding with the Texas Turnpike Corporation. With two public meetings held before the execution of this document (both with substantial and real opposition), I do not understand why the Department went ahead and executed an agreement such as this with a corporation whose project had sustained opposition. The RTC, the MPO for the DFW Metroplex, at the recommendation of the NCTCOG staff, did not include the project in the 2014 MTP Amendment, yet TxDOT signed an MOU with the corporation."

The MOU established a formal working relationship with the Texas Turnpike Corporation in regards to the Blacklands Corridor, a project that was still being carried forward by the NCTCOG as a "corridor identified for near-term evaluation" in the Mobility 2035 - 2013 Update. The MOU reflects a path forward in the project planning process with an entity that has statutory authority to develop transportation projects. The Department's processes call for a thorough review of all environmental documents and oversight of required public involvement before any project is approved. In addition, any project, including the Blacklands Corridor, must be reviewed by the Texas Transportation Commission - a process that offers the opportunity for additional public input and oversight by the Commission itself. The Blacklands Corridor was not included in a subsequent revision of the Mobility 2035 - 2014 Amendment after the MOU was executed; and therefore, TxDOT is removing the project from the UTP.

Again, I look forward to seeing you on January 7th and sharing more information at that time.

Sincerely,



William L. Hale, P.E.  
Chief Engineer

**OUR GOALS**

**MAINTAIN A SAFE SYSTEM • ADDRESS CONGESTION • CONNECT TEXAS COMMUNITIES • BEST IN CLASS STATE AGENCY**

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# TEXAS HOUSE OF REPRESENTATIVES

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CINDY BURKETT  
DISTRICT 113

November 13, 2014

Lt Gen Joe F. Weber, USMC (Ret)  
Executive Director  
Texas Department of Transportation  
125 E. 11<sup>th</sup> Street  
Austin, Texas 78701

RE: Questions concerning Your Response Letter Dated October 29, 2014 regarding the Blacklands Corridor

Dear General Weber:

Thank you for the time and attention that you and your staff expended in addressing the concerns and questions in my letter dated October 29, 2014. I find that those responses have brought to my mind a number of additional questions.

In your response to paragraph 1, you stated that Texas Turnpike Corporation "*committed to privately develop and fund*" the Blacklands Corridor, and for that reason it was included in the Unified Transportation Plan (UTP). You also stated that, "*The project's planning process could not proceed without the project being included in the UTP.*" My understanding is that the Texas Department of Transportation (TxDOT) has oversight of private projects, which would be especially important in light of the eminent domain procedure used to take a citizen's personal property to construct a road. Is there not a more formal procedure followed by private companies that build transportation infrastructure – i.e., an approval process for the need of the road – before being included in a formal statewide transportation plan? What is TxDOT's formal process, involvement and oversight with this type of project? What is TxDOT's procedure to oversee eminent domain authority and ensure that citizen's private property rights are protected?

Within the paragraph, you say that TxDOT added the project into the UTP based on it being a North Central Texas Council of Governments (NCTCOG) "*priority.*" You then discuss the recommendation from the NCTCOG staff to not include the Blacklands toll road into the Metropolitan Transportation Plan (MTP). Finally, you discuss that the policy body, the Regional Transportation Council (RTC), which functions as the Metropolitan Planning Organization (MPO) for the region, has not made a



— COMMITTEES —

determination concerning the Blacklands toll road in the MTP Amendment. TxDOT and the Texas Transportation Commission will act to remove the previously added Blacklands toll road from the UTP after the RTC takes action upon a recommendation from NCTCOG staff. There appears to be three different entities involved in the process and it brings a concern that transparency is a bit convoluted in this process.

I would like to better understand where TxDOT receives its direction. Could you go into detail about from whom and how TxDOT received the NCTCOG "priority?" What is the relationship between the NCTCOG staff and NCTCOG? I expect NCTCOG to be either the NCTCOG Executive Committee or executive administration. Was this "priority" given in the form of a resolution? Verbally? In an email? How was it communicated? Again, my concern is that all entities involved are transparent in their dealings.

In the second paragraph of your letter you further stated, *"We are aware that numerous citizens have raised objections to the project at a recent public meeting held by the NCTCOG regarding this project. Those objections, however, are not a basis for TxDOT to take action. Instead, TxDOT will allow the public involvement and local decision-making process to play out and wait for the recommendation of the NCTCOG. The department is closely monitoring the regional policy discussion regarding the Blacklands Corridor..."* I appreciate TxDOT's policy to defer to local and regional control of project development, but I am curious as to how many contacts by the public to TxDOT "triggers" a more hands-on involvement into the local entities' process. Additionally, it would appear that TxDOT and the Commission has already circumvented the *"local decision-making process"* by adding the project to the UTP in the first place (note: the Blacklands toll road was included within the UTP before the feasibility study was even completed).

According to the TxDOT website, the State Long Range Transportation Plan – Texas 2040 (SLRTP), had a total of thirty-three public hearings from around the state. The SLRTP does not authorize a single dollar but TxDOT had thirty-three public meetings around the state for that document. Comparatively, the UTP is a multi-billion dollar planning document and contains over 3,100 projects warranted only a single meeting for public comment. It would appear to obtain true public input that the UTP should be broken down into regional projects, with the publication being made in a way that the public will actually have an opportunity to consume the information pertinent to them and submit comments in an informed fashion.

I understand that TxDOT received 31 comments (albeit after the UTP public meeting) regarding the addition of the Blacklands toll road project into the UTP. I would appreciate a copy of the 31 comments.

Additionally, your comment that, *"Had funding been requested for the Backlands Corridor Project, the Commission would have had a more robust debate, a public presentation and a public discussion about such a proposal."* Again, I'm concerned about the apparent lack of oversight of a private corporation by

Lt Gen Joe F. Weber, USMC (Ret)

November 13, 2014

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TxDOT. I have had many constituents relay this same concern. You had mentioned in Item 1 that Texas Turnpike Corporation indicated it planned to have the Blacklands Corridor under construction by 2019. That would imply that they had funding available and were moving ahead with the taking of land (as was discussed at the public meetings that I attended). I would think that this would wave a red flag to the need for agency oversight.

I was taken aback by the fact that TxDOT, on January 25, 2014, executed a memorandum of understanding with the Texas Turnpike Corporation. With two public meetings held before the execution of this document (both with substantial and real opposition), I do not understand why the Department went ahead and executed an agreement such as this with a corporation whose project had sustained opposition. The RTC, the MPO for the DFW Metroplex, at the recommendation of the NCTCOG staff, did not include the project in the 2014 MTP Amendment, yet TxDOT signed an MOU with the corporation.

I would again like to make the observation that this entire process seriously lacks the transparency that our constituents expect and frankly demand (rightly so, I might add). I request a copy of all drafts, versions, and correspondences between TxDOT, the Texas Turnpike Corporation, Public Werks, the North Central Texas Council of Governments, and any other related entity concerning this MOU.

I appreciate your assistance as I wade through the process that brought the Blacklands Corridor into the public's eye and attempt to answer questions that have been posed to me by my constituents. I look forward to receiving the information that I have requested to further address their concerns.

Sincerely,



Cindy Burkett  
State Representative, District 113

cc via email: The Honorable Ted Houghton, Chairman, Texas Transportation Commission  
The Honorable Victor Vandergriff, Commissioner, Texas Transportation Commission  
The Honorable Larry Phillips, Chairman, House Committee on Transportation  
The Honorable Mando Martinez, Vice-Chairman, House Committee on Transportation  
The Honorable Joe Pickett, Member, House Committee on Transportation  
The Honorable Ruth Jones McClendon, Member, House Committee on Transportation  
The Honorable Debbie Riddle, Member, House Committee on Transportation  
The Honorable Linda Harper Brown, Member, House Committee on Transportation  
The Honorable George Lavender, Member, House Committee on Transportation

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The Honorable Bobby Guerra, Member, House Committee on Transportation

The Honorable Allen Fletcher, Member, House Committee on Transportation

John Barton, P.E., Deputy Executive Director, TxDOT

William L. Hale, P.E., Director, Engineering Operations for Metro Districts, TxDOT

Trent Thomas, Director, State Legislative Affairs Section, TxDOT

Michael Morris, Director of Transportation, North Central Texas Council of Governments

# **2015: An agenda for transportation**

By [Deirdre Delisi](#), Jan. 14, 2015



Photo by Spencer Selvidge

With the 84th Texas Legislature now underway, our elected officials are recognizing what drivers in our state have known for years: Texas infrastructure needs more of their attention.

For too long, state policymakers have treated transportation as an afterthought. Now, thanks in large part to the [special sessions](#) in the summer of 2013, in which a constitutional amendment dedicating additional road funds was sent to the voters, and Gov.-elect Greg Abbott's high-profile plan to secure an additional [\\$4 billion](#) in transportation funding, transportation is one of the top issues as the session begins. House Speaker Joe Straus and Lt. Gov.-elect Dan Patrick have also highlighted their support for increased investment in transportation this year.

Lawmakers surely took note of voters' overwhelming support for Proposition 1, which passed in November by an even larger margin than the [water proposition](#) in 2013. With this vote, Texans sent a message — loudly and clearly — that sustaining the status quo when it comes to transportation is unacceptable.

Among those in transportation circles, the big question has evolved from “Will transportation receive additional funding?” to “How much more?” This is a good thing, and it'll have a positive impact on the state's economy and the quality of life for the millions of Texas who navigate our congested roads every day.

Though major provisions — such as which revenue source lawmakers will tap to provide transportation funding — must still be worked out, there seems to be a consensus forming around a few key principles:

1. End diversions of the state gasoline tax.
2. Fund transportation from within existing revenue sources rather than with additional or increased taxes or fees.
3. Work with the Texas Department of Transportation to develop a more transparent process for project selection.

With oil prices currently falling, declining revenues from the severance tax will make the job harder than initially anticipated. In 2014, \$1.7 billion for transportation funding was transferred to the State Highway Fund, but in 2015, that number is expected to drop significantly. Such fluctuation underscores the need to identify a revenue source for transportation that is predictable, reliable and therefore one that TxDOT can more accurately plan for and budget against.

The stated need for transportation funding is \$4 billion a year, and the Legislature won't necessarily dedicate \$4 billion a year immediately. But the revenue source for transportation must be one that will grow into \$4 billion a year over time and that will continue to grow with our state's economy.

Herein lies the problem with the gas tax. Even when the Texas economy is firing on all cylinders, revenues from the gas tax don't keep pace with economic growth. Raising the

gas tax will not solve our problem because of advances in fuel economy, electric cars and increased telecommuting. That's why dedicating a portion of the motor vehicle sales tax — a tax that grows with the economy — remains such an attractive option.

My hope for this year's legislative session is that lawmakers don't shy away from the challenge of finally funding transportation the way it should be in the face of competing demands and declining revenues.

I serve on the board of Move Texas Forward, a coalition of businesses and civic organizations whose mission is to educate Texans about the state's infrastructure needs and advocate for funding and policies that will support expanded infrastructure in a growing state. We look forward to working with the Legislature and leadership to take on this important task, and our coalition will stand behind our elected officials as they make these difficult choices, knowing that Texans overwhelmingly support more investment in our transportation infrastructure.

If done correctly, and with state transportation planners investing in the right projects that will advance economic development, create jobs and expand tax bases, state coffers will receive a healthy return on an increased investment in transportation.

# Dallas state senator calls meeting to discuss Trinity toll road

By ROBERT WILONSKY [rwilonsky@dallasnews.com](mailto:rwilonsky@dallasnews.com)

Staff Writer

Published: 02 January 2015 10:26 PM

Updated: 02 January 2015 10:26 PM

Related

Sen. Royce West has called an all-star meeting next week to discuss, among other things, the Trinity River toll road. West, D-Dallas, said two months ago he might no longer support the toll road if a survey of Dallas residents came up decidedly against six lanes of high-speed tollway along the river's east levee.

Rep. Rafael Anchia's two questionnaires — one online, the other conducted by a polling firm — showed respondents were overwhelmingly against the road. But Anchia, D-Dallas, has yet to publicly say where he stands on the toll road.

“The more I look at it, the more concerned I get — including with how we're going to pay for it — and it raises more questions than answers,” Anchia said Friday. He said he would make his position known soon.

West also hasn't said anything following Anchia's questions. And his invitation to the Jan. 8 meeting says only that he's looking to answer some of the questions Anchia has.

West's invitation says that Trinity Corridor Project, including Trinity Parkway, the Jefferson Memorial Bridge and proposed streetcar projects, will be discussed. He couldn't be reached Friday for comment.

West invited Dallas Mayor Mike Rawlings; former Dallas City Manager Mary Suhm; North Central Texas Council of Governments Transportation Director Michael Morris; six Dallas City Council members (including Scott Griggs, Philip Kingston, Vonciel Jones Hill and Dwaine Caraway); Dallas County Commissioners John Wiley Price and Elba Garcia; Farmers Branch council member Ana Reyes; West Dallas developer Monte Anderson; toll road opponent Patrick Kennedy; officials with the North Texas Tollway Authority and the Texas Department of Transportation; and Anchia.

“I am looking forward to the meeting,” said Griggs, one of the few Dallas council members vocally opposed to the toll road. “And I look forward to hearing what our various state leaders have to say on the subject.”

# Big games become business as usual for AT&T Stadium's neighbors

Cheryl Hall

Published: 06 January 2015 09:41 PM

Updated: 06 January 2015 10:26 PM

Benny Black had no trouble leasing the most exotic cars in his rental fleet when the Super Bowl was in town nearly four years ago. Heavy hitters and celebrities paid \$2,500 a day to cruise the streets in high style — even in the ice. And there was a four-day minimum.

The owner of Platinum Motorcars expects Range Rovers, Cadillac SUVs and Mercedes-Benz Sprinter Vans to be his hottest wheels when fans start to roll in Thursday for Monday's College Football Playoff National Championship.

Black is one of the many business owners who have hooked into the big goings-on at AT&T Stadium. And he's learned from experience how to prepare for the onslaught.

"I know Ohio State has a really good traveling fan base. And Oregon's got its Nike following," says Black, referring to the Ducks' biggest booster, Nike co-founder Phil Knight and his entourage. "The Sprinters seat eight to nine people, luxury seating, TVs. That's where my money's going to be."

Black has rounded up a half-dozen Mercedes party buses and drivers that he'll lease for \$1,500 a day. The SUVs cost \$499.

For the Super Bowl and the Final Four, corporate clients booked up well ahead of the games, but Black still has a few vehicles left for next week's game.

"These are die-hard individual fans," Black says. "And apparently they're not big on advance planning."

Al Biernat expects to have \$50,000 nights on Friday and Saturday and bring in \$40,000 on Sunday. While that's less than his namesake restaurant pulled in during the star-studded Super Bowl, it should match his big take during the Final Four.

"It's going to be a crazy weekend," Biernat says gleefully. "It's a real shot in the arm after the holidays, which is usually a downtime for us."

But his restaurant also does well anytime the Cowboys play at home.

"If there's a game on Sunday, we know we're going to be packed by out-of-town fans on the Friday and Saturday before," Biernat says. "Everything they have at the stadium gives me a tremendous amount of business. It's a blessing to say the least."

## Prime packages

Kaye Burkhardt, president and owner of Dallas Fan Fares Inc., puts together packages for major sporting and entertainment events around the country.

Burkhardt, who has worked with the National Football League for 29 years, is now a designated vendor for the College Football Playoff. The packages include tickets, hotel accommodations, ground transportation, entertainment and other goodies.

She says sales have gone well — better than the Final Four — but she's had to prime the pump.

“We told our big corporate customers that they might want to buy 10 to 20 packages because no matter which teams made it to the championship, they would likely have important customers who've gone to those two schools,” Burkhardt says. “They could invite them to stay at a fabulous hotel, sit in great seats and be their heroes.”

But it's not just sporting events at AT&T Stadium that are providing lifeblood to businesses here.

George Strait's concert in June outdrew the Super Bowl by about 1,500 fans.

“I had people who came to the George Strait concert from all over the country,” Burkhardt says. “It was crazy. I thought he was kinda cute and wore jeans well. I didn't realize what an icon he is.”

The Professional Bull Riders competition is headed back to the stadium for the sixth time on Feb. 28. That will be followed the next day by The American, a single-day, cash-prize rodeo.

The two events — called the Western Sports Weekend — drew a combined attendance of 70,000 last year.

The Academy of Country Music Awards is slated for April 19. If it draws the expected 55,000-plus fans, it will be the largest live awards show ever staged.

“We're getting these new things, and that opens up new audiences and demographics,” Burkhardt says. “Every time you have an event like this, you create another reason for people to come to our part of the country.”

## Missing ingredient

Yes but, says Jim Kirk, CEO of Corporate Magic Inc.

His company produces the Thanksgiving Day halftime for the Dallas Cowboys. But other than that, Corporate Magic, known for large-scale, gee-whiz extravaganzas, doesn't do much at the stadium.

Until Arlington has a critical mass of first-class hotels and fine restaurants, Kirk says, his corporate clients aren't interested in holding multiday events there.

"For a one-night stand or one-day event, people love it," he says. "But if you're having a three- or four-day event, companies don't want to pay for buses to go back and forth every day."

Still, he's happy to use his 12 Turkey Day halftimes in sales pitches. "People are impressed with Jerry's World," Kirk says of the stadium Cowboys owner Jerry Jones built. "They know the Cowboys know how to do things right. So they figure we must be doing something right, too."

Chris Curtis, CEO of GoVision, agrees. GoVision put up giant video boards beneath the JerryTron video board at the Final Four. It also has a partnership with the Cowboys in which GoVision provides big screens on the stadium plaza for all major events.

"There's no doubt that has opened doors for us," Curtis says. "It gives us tremendous street cred. We were pitching to a university where the main donor was involved with the decision. The donor said, 'I imagine that if this guy was able to establish a relationship with Jerry Jones, he's been well-vetted. That's good enough for me.'"

Follow Cheryl Hall on Twitter at [@CherylHall\\_DMN](https://twitter.com/CherylHall_DMN).

# West hears from both sides on Trinity Parkway debate

By BRANDON FORMBY [Transportation Writer](#)

bformby@dallasnews.com

Published: 08 January 2015 10:49 PM

Updated: 08 January 2015 10:54 PM

State Sen. Royce West on Thursday dived into one of the city's biggest controversies as public officials and civic leaders briefed him on downtown transportation projects, including the Trinity Parkway toll road.

West, D-Dallas, has long been a vocal supporter of the \$1.5 billion project, the vast majority of which will run through his Dallas County Senate district. Before Thursday's closed-door meeting, West said he would pull his support only if a majority of residents oppose the road and highway capacity is added somewhere else near downtown.

"I haven't changed my mind at all," West said after the meeting Thursday. "But I'm willing to listen to people to make a determination on whether or not there's another alternative."

Transportation officials say the 9-mile road connecting Irving and northwest Dallas to South Dallas is needed to alleviate congestion on Interstates 30 and 35E. Among opponents' problems with the project are traffic estimates that show, despite the road's size and cost, Trinity Parkway won't dramatically reduce congestion for a large area surrounding it. West heard from project supporters and critics.

"I wanted to make sure everyone who has a perspective I heard from," he said.

West also was briefed on the downtown-to-Oak Cliff streetcar line set to open this year. He also received information about the state's potential replacement of the Jefferson Boulevard bridge between downtown and Oak Cliff, a project meant to connect I-35E to Trinity Parkway.

"All of those work together," West said of the three projects.

He said the meeting was closed to the public because it was simply meant to be a briefing for his own information. West said constituents routinely ask about the projects and he wants to be able to answer their questions.

The meeting became public after a copy of the invitation that West's office sent out was leaked to the media. West said he plans to have a follow-up meeting within the next month.

"I'll take a position on it after I get all the information and listen to people," he said.

Follow Brandon Formby on Twitter at [@brandonformby](#).

# 5 things to watch for in the Texas Legislature

BY ANNA M. TINSLEY

ATINSLEY@STAR-TELEGRAM.COM

01/10/2015 6:57 PM

01/11/2015 9:33 AM

As lawmakers head to the Texas Capitol on Tuesday for the 84th legislative session, here are five things to watch in the next 140 days.

## The new governor

Republican Greg Abbott will be sworn in as the 48th governor Jan. 20. He will be the first new leader in more than 14 years, since Rick Perry assumed office in late 2000 after Gov. George W. Bush won the presidency. Abbott, who has indicated that he will be different from Perry, drew attention recently when he called for doing away with a “patchwork quilt” of local bans on everything from hydraulic fracturing to plastic bags.

## The Patrick factor

Republican Dan Patrick will be sworn in as the 42nd lieutenant governor Jan. 20 as well. He will be the first new lieutenant governor since David Dewhurst claimed the post in 2003. A Tea Party favorite who has occasionally generated controversy for his ultraconservative positions, Patrick will guide which issues the upper chamber addresses this year.

## Balancing the budget

Lawmakers will have to balance growing demands in Texas — from education to transportation — with a potential drop in revenue. Many question how the drop in crude prices will affect the revenue stream in this oil-rich state. Comptroller Glenn Hegar is scheduled to report Monday on how much money lawmakers will have for the 2016-17 budget.

## New members

With each session come new lawmakers. Of the dozens of freshmen who will be sworn in Tuesday, three will be from Tarrant County: Sen.-elect Konni Burton, R-Colleyville, and Reps.-elect Ramon Romero, D-Fort Worth, and Tony Tinderholt, R-Arlington. And one familiar face won't be there: Wendy Davis, the former state senator from Fort Worth who lost to Abbott in the governor's race.

## Gun bills

Lawmakers have already filed bills to address issues ranging from reviewing red-light cameras to preventing employment discrimination based on sexual orientation. But gun legislation has drawn great attention, particularly since Abbott said he would sign into law a measure allowing handguns to be openly carried in Texas.

*Anna M. Tinsley, 817-390-7610*

## **Editorial: Low gas prices come at a high price for the Texas economy**

By David Porter, Railroad Commission of Texas  
Special to the Star-Telegram  
01/13/2015 5:44 PM

Over the holiday break, families took to the roads to reunite with loved ones.

The excitement people felt upon seeing gas prices below \$2 was palpable, and in at least one way, measurable.

Facebook, for the first time since its inception, featured timelines riddled with pictures of price signs.

Did Kris Kringle finally reward us for enduring a long, hard six-year slog?

But fairy tales have nothing to do with the price drop.

These low gas prices are a direct result of actions by the Organization of Petroleum Exporting Countries, which is playing a high-stakes game of chicken with the American oil and gas industry and our national economy.

Texas' oil and gas industry has successfully increased overall production with the help of a streamlined regulatory environment.

However, OPEC countries, such as Saudi Arabia, have flooded the market with crude in an effort to discourage successful American drilling, using artificially cheap fuel as their weapon.

OPEC's goal is to sacrifice profits today in hopes of maintaining their dominant market share down the road.

On Dec. 21, Saudi Arabian Oil Minister Ali Al-Naimi said OPEC plans to keep over-producing oil, even if prices fall to \$20 a barrel.

Keep in mind that today's prices have dropped almost 60 percent in just six months.

OPEC will force low prices until their competitors are out of business and then raise the price to whatever profit margin they desire, which will certainly be higher than a stable free market would otherwise have dictated.

OPEC's success depends entirely on a weakened American oil and gas industry, and, unfortunately, we've already begun to see an impact to our state economy.

Fuel hovering around \$45 a barrel has forced many companies to make tough personnel decisions — cutting back on new hires and in some cases even laying off workers.

Saudi Arabia used this tactic in 1986 and successfully dropped oil prices to near \$10 a barrel before collapsing the U.S. oil and gas industry — giving OPEC dominant control over the global market once again.

OPEC will do everything it can to weaken the industry and eliminate competitors.

To be successful, the Texas oil and gas industry needs a stable, reliable regulatory environment where drilling permits are issued on a consistent basis.

As a member of Texas' energy authority, the Railroad Commission of Texas, I have done everything in my power to help create a safe and dependable environment that benefits both industry and consumers.

Failing to maintain this balance would risk harming America's greatest resource in its fight against terrorism and jeopardize the growth of the economy.

The key to America's security and prosperity is energy independence.

A strong energy industry makes America less dependent on oil and gas producing countries that actively support terrorism and allows our allies to rely less on oppressive and authoritarian regimes like Russia and Venezuela.

The last thing the industry needs right now is to be kicked while it's down.

Unfortunately, that is exactly what President Barack Obama and his Environmental Protection Agency are in the process of doing.

In the coming months, the EPA intends to propose at least nine rules that will place unfair, unnecessary burdens and regulations on an industry that is already struggling, thus giving foreign regimes a heavy advantage and harming the American economy in the process.

In a March 2010 weekly address defending his focus on alternative energy, the president claimed, "We can't just drill our way to lower gas prices."

He is wrong. America did drill its way to reasonably lower gas prices.

Texas' oil and gas industry has once again become a significant player, but if the president imposes these rules, America will have to fight the world's heavyweight oil producers with one hand tied behind our back.

Americans need to realize the impact Texas' energy industry has on the entire country.

As an energy regulator in Texas, I am calling on our leaders to begin a national dialogue that finds real solutions to this looming economic crisis.

Because as Texas goes, so goes the nation.

*David Porter is one of three members of the Railroad Commission of Texas*

<http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article6338415.html>

# Texas House's budget proposal would end diversion of highway money

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By ROBERT T. GARRETT Follow @RobertTGarrett rtgarrett@dallasnews.com  
Austin Bureau

Published: 15 January 2015 10:22 PM

Updated: 16 January 2015 12:06 AM

AUSTIN — House GOP leaders proposed a state budget Thursday that would completely end lawmakers' longstanding practice of using road fund money for things other than buying right of way and building and maintaining highways.

But oil prices are declining, which will reduce energy production taxes going to roads, and the state has maxed out its road-building credit card. So it's getting harder and harder to meet the Texas Department of Transportation's request for an additional \$5 billion a year, budget experts said.

And even that amount would only keep congestion at current levels, according to the department.

In spite of such challenges, House leaders' two-year spending blueprint would partially redeem Speaker Joe Straus' pledge to get serious about urban Texas' No. 1 annoyance — “dreadful traffic,” as he said Tuesday in a speech on the legislative session's first day.

In the past, budgetary “diversions” siphoned gasoline tax and vehicle registration money from roads to such items as school buses, Medicaid vans and arts and historical commissions. Now that money mainly goes to paying for state troopers. By ending the diversions, the state would boost highway spending by \$1.2 billion over the next two years.

Overall, the House's “base budget” would get lawmakers nearly halfway to fulfilling the Transportation Department's request, experts said. Leaders said they wanted members to step up and actually “own” any further boosts in funding. Doing so, though, might require cutting other programs and drawing money out of the rainy day fund.

According to Comptroller Glenn Hegar, state savings will mushroom to \$11.1 billion by the end of the next budget cycle. House leaders do not propose initially to touch any of it.

They got a jump on the Senate by being the first to issue a budget plan.

The House's \$202.4 billion, two-year budget is a starting point for months of arguments and wrangling. It would spend \$98.8 billion in general-purpose state revenue, a 3.8 percent increase over the current cycle.

"This plan proves that the Texas House remains serious about fiscal discipline," Speaker Joe Straus, R-San Antonio, said in a written statement. "We are able to hold spending in check while addressing some very important challenges related to our rapid growth."

The House version would:

Make no further progress at undoing the rest of the 2011 school cuts. Last session, lawmakers erased about \$3.3 billion of the \$5.3 billion that was cut from public schools during the recession.

Cover costs of student enrollment growth, \$2.2 billion, by taking advantage of escalating property values. Property taxes reduce what the state owes districts in school aid.

Increase the reach of the state's centerpiece financial aid program for college students, TEXAS Grants. They would cover 91 percent of the low- and moderate-income students who qualify, up from 84 percent now. Each grant is worth \$5,000 a year — well short of average tuition and fees.

Increase Medicaid's budget by \$1.8 billion in state revenue to cover caseload growth.

Leave state contributions to the two major pension funds at existing levels, which means not strengthening their soundness for the future.

Slash economic development funds to attract new businesses, tech firms and TV-film crews. The programs have come under increasing fire as poorly managed and unable to document whether jobs have been created as promised.

Maintain, though not increase, last session's addition of about \$300 million for mental health programs. Texas ranks very low in mental-health spending among the states.

On Twitter:

@RobertTGarrett

# Official: Gridlock, growth overwhelming Texas highways

BY MICHAEL GRACZYK ASSOCIATED PRESS

01/15/2015 2:51 PM

01/15/2015 2:51 PM

AUSTIN, TEXAS

Bond issues, public-private partnerships and overwhelming voter support last November for using \$1.7 billion from the state's Rainy Day Fund to help build and maintain state roadways aren't enough to unclog Texas highways, Department of Transportation Chairman Ted Houghton said Thursday.

"Bottom line, future Texans will have to live with greater congestion and that could affect safety on our roads," Houghton said at the annual Texas Transportation Forum. "Texas has a vast, impressive transportation system. We've got bragging rights to be sure. But not everything is rosy."

He described the state's 192,000 miles of highway lanes — the most in the nation — 52,000 bridges and 2,000 aviation facilities as the "backbone" of the Texas economy. Then he nodded to the east toward gridlocked Interstate 35 a few blocks away in downtown Austin and said as long as those kinds of situations remained, there was "much work to be done."

"We're sitting here demographically and geographically in the center of the country," he said. "The capacity of our system has not kept pace."

He also warned that if the population continues to grow as expected, then the 26 million Texas residents already here "are going to have a lot more company in a very short period of time."

Gov.-elect Greg Abbott promised in December to increase road funding statewide by \$4 billion annually, a big chunk of which is the \$1.7 billion from the constitutional amendment. Abbott has said he hopes to find the rest of the money by having the

Legislature dedicate two-thirds of the sales tax collected on car sales to the state's highway fund.

Gas tax revenue at the state and federal levels have remained the same since the early 1990s, said Houghton, who avoided specifically calling for an increase except to say the future of the state "will require new thinking, planning and new funding." Currently, the Texas gas tax is 20 cents a gallon.

He also did not address the impact of falling energy prices but repeated an agency theme — Texas needs \$5 billion annually for its transportation system, including \$1 billion for maintenance and another \$1 billion to accommodate areas of the state where the energy boom has resulted in heavier road use.

John Barton, deputy executive director of the transportation agency, said money was "the obvious challenge." The future of transportation is dependent on "getting that \$5 billion down to zero or at least as close to zero as we can," he said.

He said the \$1.7 billion already had been deposited in the state highway fund and hoped projects from that money would be underway by the end of this year.

"I promise to you we will not disappoint," he said. "That's important to all of us."

# Residents oppose toll lanes on 2 southern Dallas highways

By ROY APPLETON Follow @rappleton  
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Staff Writer

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A proposal to add toll lanes along two southern Dallas highways has run into vocal opposition.

Hoping to reduce congestion along stretches of Interstate 35E and U.S. Highway 67, the Texas Department of Transportation wants to steer more traffic onto what are now car pool lanes — and have people pay for the privilege.

Lanes currently limited to vehicles with two or more occupants would be open to all motorists, with toll charges based on roadway crowding and traffic speed.

It's an increasingly common way to finance highways in North Texas. A portion of LBJ Freeway has the system in place. Such "managed" toll lanes are planned for other roadway expansions, such as I-35E from northern Dallas to Denton.

It's an approach that drew questions at a public meeting this week in Oak Cliff.

'We don't want this'

The Southern Gateway Managed Lane Project calls for rebuilding I-35E from Colorado Boulevard to U.S. 67. Reversible toll lanes would be added along the way and farther south on both highways. They would be the first toll lanes in Dallas south of downtown.

The project wouldn't reduce the number of free, general-use lanes and would add them in some areas, along with frontage roads. Such expansion would require more land for right of way and displace six houses and 21 businesses, according to the latest estimate, said Tony Hartzel, a transportation department spokesman.

Easing congestion “will take more than just adding lanes on a freeway,” project manager John Nguyen told a crowd Tuesday at Methodist Dallas Medical Center. “It requires the most effective use of the freeway itself.”

The meeting, organized by Dallas City Council members Scott Griggs and Dwaine Caraway, attracted about 80 people. Nineteen of them took turns standing before Nguyen, microphone in hand, to challenge project assumptions and plans.

“We don’t want this. We don’t want these tollways here. Not in Oak Cliff,” said Juanita Lozano, drawing an “amen” and applause from the crowd.

Another speaker questioned whether the project would further economic growth in southern Dallas. One said it was “being shoved down our throats.” Some decried tolls as an economic burden for “fixed-income folks” and tolled lanes as elitist.

“You’re creating a system where people with means can zip from one end of this area to the other while they wave at the rest of us on the sidelines,” said Michael Amonett.

Others targeted the highway widening and the project’s necessity.

“Where will you get the additional land you need?” asked Alicia Quintans, who lives near I-35E and observes its daily traffic flow.

“There’s maybe two hours of the day when traffic is jumbled up on I-35,” she said, “and I don’t understand why we’re building these toll lanes for two hours of the day.”

After cynically thanking the project staff for “the use of our giraffe in your logo,” Bill Evans, the Dallas Zoo’s chief financial officer, said adding toll lanes to I-35E would make travel to the zoo more difficult and have “an adverse impact on the city of Dallas.”

Stan Aten blamed the highways’ congestion on “that [roadway] mess downtown.” He called for more focus on mass transit and for highway builders to “think cost effective,” as fuel-efficient vehicles cut into fuel-tax revenues and more young adults make do without cars.

“You need to be rethinking how you’re doing it,” he said, “not thinking about widening a road and hoping people use it.”

One speaker asked if the project had to go forward at all, or if it could be “turned off.”

“The no-build alternative is still out there,” said Dan Chapman, a vice president for the project’s design firm, HNTB.

Core questions remain.

“Can you tell me who wants this?” asked Judy Pollack. “Who is going to benefit? Who is going to make the money?”

### Southern Gateway

The Southern Gateway project would be part of a growing network of managed toll lanes being added throughout the region.

Such lanes debuted in North Texas on LBJ Freeway in 2013. They also are planned for portions of Interstate 30, Loop 12 and State Highways 183 and 114. When complete, the network of managed toll lanes in North Texas likely would be the nation’s largest.

Transportation officials recently backed away from three toll projects after public criticism. The North Central Texas Council of Governments halted plans to toll car pool lanes along Central Expressway after residents, Collin County officials and state leaders balked.

The council of governments reversed its own recommendation that a rural toll road be built from Garland to Greenville. Residents criticized the agency’s traffic estimates and its relationship with a developer, and cities near the potential road opposed the project.

The agency also ended efforts to seek legislative authority for the state to find a private developer for the controversial Trinity Parkway toll road. A Texas transportation commissioner said he didn’t want the state shoring up a funding shortfall.

When first studied in 2001, the Southern Gateway project included rebuilding 18 miles of highway and adding high-occupancy vehicle lanes without tolls.

But with an estimated cost of \$2 billion and no funding, the project was shelved. A scaled-down version was resurrected — with toll lanes a centerpiece.

Toll revenue would pay for operations and maintenance and perhaps cover some of the estimated \$470 million construction cost, Hartzel said.

The project remains unfunded “for now,” he said, and could include private financing. It lacks environmental review and final approval. Plans call for a public hearing this spring. Construction is scheduled to begin in fall 2016, with completion three years later.

## More meetings

In the meantime, Hartzel, Griggs and Caraway say more public meetings will address tolling and traffic in the Southern Gateway.

“You clearly have heard from the people,” Caraway told the project staff at this week’s meeting. “There needs to be more conversation, but you all need to come with more direct answers related to the people’s concerns.

“We don’t want to rush and get to a public hearing because that means the process is moving forward.”

*Staff writer Brandon Formby contributed to this report.*

## **DART releases plans for handling ice, weather shutdowns**

By BRANDON FORMBY [bformby@dallasnews.com](mailto:bformby@dallasnews.com)

Transportation Writer

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Dallas Area Rapid Transit last week released its first major proactive plan for handling winter weather, about 13 months after ice shut down its entire light-rail network.

The agency's public image has taken a beating in recent years when severe weather stopped the trains, preventing them from serving as viable transportation alternatives to icy streets. The most dramatic example was a 2011 storm that shut down the system the same week that North Texas hosted the Super Bowl.

The agency's trains are powered by electricity that runs through power lines above the trains. If those lines ice over, the trains can't find the electric current needed to operate.

But it's not just snow and ice that's interrupted service. DART passengers faced system outages last year after severe winds quickly moved through the area, causing power outages from downed trees and power lines.

Those previous transit service interruptions were typically abrupt, leaving DART passengers confused and uninformed about the locations of bus stops and how to take special bus routes to reach train stations.

A key component of the agency's new weather plan is the goal to announce service changes at least six hours in advance. But the agency has also already released information on bus routes, schedules and stations served for two scenarios. Officials want regular riders to familiarize themselves with these plans now, so there will be less confusion if train service is interrupted again.

"So that people would know that if something happens, here is what we're going to do," said Rob Smith, assistant vice president for service planning and development.

One plan assumes that the agency will be able to operate most of its lines within the core of the service area. In past weather events, suburbs were often hit harder than Dallas.

"We're more likely to have problems on the outer part," Smith said.

But officials acknowledge that that partial shutdown plan would likely have to be tweaked for each specific winter weather event.

“We’re at the mercy of Mother Nature,” said DART spokesman Morgan Lyons.

Lyons said having some plan in place, though, gives employees and passengers a baseline from which to adapt.

The second scenario the agency released is in case the entire 90-mile train network is shuttered. Under both the partial and complete shutdowns, the agency plans to connect train stations with bus shuttles. To handle the vehicles and manpower needed to do that, most normal bus routes will shift to their less-frequent Saturday schedules. But some local and express routes will see service added to handle displaced train passengers.

“So the goal is that you run a more limited bus network but most of the key routes are covered,” Smith said.

DART has also added red signs above bus stop signs where passengers can take routes serving the rail stations. Lyons said customers complained during previous outages that they didn’t know where to catch those shuttles if train service was interrupted.

The agency has already educated employees on the plan. Some have signed up to run the special routes in case there is service interruption. Officials said that will remove confusion among employees, which will also better inform passengers.

“This is all an effort to take the mystery or surprise out of an event,” Lyons said.

*Follow Brandon Formby on Twitter at @brandonformby*

## In the know: DART service interruptions

Dallas Area Rapid Transit has two plans in place if winter weather causes light-rail service interruptions. The agency also has maps and more information available online at [dart.org/winterweather](http://dart.org/winterweather). Here’s a look at the plans:

### PARTIAL SHUTDOWN

If DART shuts down the outer arteries of its 90-mile light-rail network, buses will shuttle passengers from the last operating station to subsequent closed stations. This will require some normal bus routes to change to the same schedule used on Saturdays.

### COMPLETE SHUTDOWN

If DART shuts down its light-rail network completely, the agency will run special bus routes that connect passengers to train stations. Bus routes will connect to downtown through either West End or Pearl/Arts District. Each train line's stations are split into multiple bus routes. A circulator will connect downtown stations. This will require some normal bus routes to drop to the less frequent schedule used on Saturday.

Customers may sign up for email and text notifications of all service disruptions, including weather, at [DART.org](http://DART.org), or follow [@DARTalerts](https://twitter.com/DARTalerts) on Twitter.

# North Central Texas Council of Governments Director of Transportation

Editor's note: Coffee with Impact is an occasional feature with leaders from various sectors who are making a difference in the Dallas-Fort Worth area.

Michael Morris said he does not like to see the same thing twice, which is why being the director of transportation for the North Central Texas Council of Governments is an attractive position.

Morris said the Dallas-Fort Worth metropolitan area keeps transportation interesting, and every day is a different challenge because of the diverse nature of the growing region.

Morris has been with the NCTCOG, the metropolitan planning organization for the region, since 1979, the same year he received his master's degree in civil engineering from State University of New York at Buffalo. He's been the director of transportation since 1990.

## What are the biggest issues that you think face transportation today in the North Texas region?

Money is probably one. You'll never have enough money, so constraints breed innovation. Our No. 1 issue is probably revenues. Second is probably the demand. [Approximately] 6.8 million people live in the region. We grow at 100,000 people a year—that's a million people a decade—and have since 1960. Three million more people are on their way. Our office as the metropolitan planning organization is responsible for that growth. [We] don't have the luxury to look out the window and plan for tomorrow. We have to stand up and plan for 10 1/2 million people and try to do the right thing today for 10 1/2 million people in the future.

[Also], I wish we had a communication system ... where you can really debate the real issues instead of debate what we call "tennis journalism" where someone captures a quote and hits it into the other person's court, and then they're trying to respond, and they hit it back. These are really important issues, and they're very complicated issues. So the ability of actually communicating, debating really the future of the region—which is so important—that will be our third challenge.

## Where did the toll road funding model originate for the region?

In the early '80s, the federal government changed our rules and regulations on how we develop a [transportation] plan. Previous to that, in the '70s and early '80s, if a project was warranted, we would put it in our transportation plan. Our transportation plan always had everything: we had all these rail lines and roadways. ... This plan has eight times or 10 times what we actually can afford. The federal government said, 'In your rules and regulations, you're misleading people,' to which we agreed 100 percent. I think the best thing the federal government ever did was require plans... You can't put anything in the transportation plan that is not financially constrained.

We looked at this maintenance issue that TxDOT was facing. All of our money came off the top, we put it into maintenance, we had very little money left over, and we said, 'We still have to build a rail system,

build more thoroughfare streets.’ The only way our region’s going to survive—and thank God we did this—is if we have any additional capacity, it’s going to have to be tolled.

The three rules in the early ’90s we came up with was any new roadway or right of way would be a toll road, any additional lanes to a current freeway we would make express lanes and toll—we call those tolled managed lanes—and we would never convert a free lane into a toll lane in the region.

## What are your thoughts on the recent passage of Proposition 1?

As an engineer and as a government employee, we couldn’t tell people how they should vote. But we’re clapping inside. We’re happy Proposition 1 passed for two reasons. One, it’s \$1.75 billion a year for the first year—we’ll see where gasoline prices go. For our region, that’s probably \$300 [million] to \$400 million for our share of the \$1.75 billion. ... But, more importantly, No. 2, is the pendulum. We’ve been short revenues for so long... Our elected officials would like to see this pendulum swing back more as a pay-as-you-go, more of a traditional system. So, this takes us

20 percent of the way back. ... So Prop. 1 is a very positive first step.

## What will be the future of rail for the North Texas region?

We tried six or eight years ago with the Legislature to create a local option revenue source for us to expand rail. ... This is the message for Frisco. This is the message that Grapevine already understood and they signed up for with the TexRail line... Richardson and Plano obviously understood it. ... If you talk to those mayors, passenger rail equals economic development. It’s a marketing tool as well as a transportation mode... Just think about this: More people will locate in Collin County in the next 25 years than live there today. That’s a 100 percent increase. You are not going to solve all of Collin County’s transportation needs on the back of an inadequate roadway revenue system. More tools, like rail, are going to have to be developed. Cities are going to have to build more mixed-use developments ... create more walkable communities.

The debate we’re having is do we bring the local option election back again? Do we create a new institutional structure to build regional rail? Do we have conversations with the Legislature right now? Money that is in the state TxDOT fund can’t be used for transit because it’s roadway-only. Do we have some conversations with them about the flexibility of moving some of that to rail? You first should say, ‘You don’t want to move too much money because you have this very delicate roadway funding balance.’ So, it’s not like we have a whole bunch of extra roadway money we can move to rail. I probably should have added in my first challenge... the difficulty of getting to rail because we have so many things against us with regard to constitutionality of money and funds not being eligible for mass transit.

We’ve got our hands tied behind our backs. There are some people in the state who think rail is just a horrible investment—‘It’s just terrible. Why would you ever build rail.’ Then, if you ask the mayor of Richardson, she’ll tell you, ‘I have rail because my community wins with economic development. I’m bringing jobs, a tax base and it helps me maintain a competitive environment.’ Those of us in transportation think it’s a great, reliable way for the future. Trains run 93 percent on time, and our roadway system doesn’t.

## More Young Adults Stay Put in Biggest Cities

By Neil Shah  
The Wall Street Journal  
Jan. 19, 2015 3:00 p.m. ET

Amira Nader graduated from Columbia University in 2010 with a master's degree in acting and nearly \$190,000 in debt. She now works for a public radio station in New York City and waits tables on the side.

Ms. Nader, 31 years old, who moved to New York nine years ago from Florida, dreams of owning a home in New Orleans. But like tens of thousands of other young Americans, she is finding it hard to move away.

"I'm scared," she said. "There aren't jobs like this in New Orleans. If there are, they're already taken."

For decades, young people flocked to the U.S.'s three biggest metro areas—New York, Los Angeles and Chicago—to build careers before taking their talent and spending power elsewhere to raise families. That pattern now appears to be fading as more young workers stay put.

From 2004 to 2007, before the recession, an average of about 50,000 adults aged 25 to 34 left both the New York and Los Angeles metro areas annually, after accounting for new arrivals, according to an analysis of census data by the Brookings Institution and The Wall Street Journal.

The recession diminished this flow. Fewer than 23,000 young adults left New York annually between 2010 and 2013. Only about 12,000 left Los Angeles—a drop of nearly 80% from before the recession. Chicago's departures dropped about 60%.

Young adults who moved to the three cities for school, internships or early jobs—or simply because it seemed cool—may now be stuck, said William Frey, a demographer at the Brookings Institution.

A confluence of factors is behind the decline. Many young workers who began their careers during the recession are struggling to find their footing. Some are delaying marriage and children. Mortgages are hard to get for those without pristine credit.

Increased financial insecurity also may play a role, especially for young people shouldering big student debts. Median earnings for full-time U.S. workers aged 18 to 34 have fallen nearly 10% since 2000, after adjusting for inflation, to below 1980s levels.

In tough times, finding well-paying jobs may be easier in big cities, offsetting their relatively high costs of living.

The trend has important implications for the economy if it goes unabated. Roughly 1 in 7 young adults lives in America's three biggest metropolises, which have outsize populations compared with most U.S. cities and together exceed the seven next-biggest metro areas.

## Stuck in Place

Before the recession, many young Americans moved out of the three largest metropolitan areas in search of better jobs, more-spacious homes and better schools for their children. Now that trend has slowed dramatically.

### Average annual net migration for ages 25-34, in thousands



Sources: Brookings Institution; Census Bureau

### Top 10 metro-area populations, in millions, 2013 estimates



The Wall Street Journal

If younger people move less, some could get stuck in jobs that aren't good matches for them, reducing the economy's productivity. That could make the labor force less flexible and less able to compete internationally in an era of rapid technological change and globalization.

Migration also helps distribute human capital and economic demand more widely, demographers contend, allowing states with weaker economies to benefit from those with stronger ones.

The mobility of young workers “has been a tremendous asset to the American economy,” said Kenneth Johnson, a demographer at the University of New Hampshire. His own state has benefited for decades from skilled, relatively affluent transplants from the Boston metro area.

Matthew Bagley, 32, has stayed in Los Angeles a lot longer than he thought he would. The former Pennsylvanian has a lucrative job at a small company that supplies copper parts and lives with roommates in Manhattan Beach, Calif. Work and playing “touch rugby” are his priorities, not marriage and children; his own parents wed at age 21, and he isn’t rushing to follow in their footsteps. Having a “family is something that always comes when it has to come,” he said.

Some Americans are actively choosing big-city life. The urban cores of metropolitan areas are growing slightly faster in percentage terms than their suburbs, though many more Americans still move to the suburbs from cities than the other way around.

“I’m not going somewhere that is just strip mall after strip mall,” said Matt Swanson, 38, a school counselor who has lived in Chicago for more than a decade, after growing up outside the city. “I’ve been fighting living in the suburbs for a long time.”

To be sure, as jobs and wages increase nationwide and lending standards ease, the sluggish recovery from the 2007-09 recession finally may relax its grip on young people’s movements.

Estimates of U.S. state populations released last month by the Census Bureau showed an influx of people into Florida, Arizona and Nevada between July 2013 and July 2014.

Earlier data also have hinted that Americans are starting to move more—but, for the most part, it is middle-aged and older people packing again, not 20-somethings.

In New York, Ms. Nader is juggling her dreams and debt, which “looms over my head every day, especially when I think about a home, or children, or sending those imaginary children to college.”

To save for a move, Ms. Nader has been working 60 hours a week, including 35 hours answering phones at WNYC. She pays about \$1,025 a month rent for a Brooklyn apartment she shares with two roommates. On Sundays, she hosts a classic-country radio show at Columbia where she plays songs by Hank Williams and Dolly Parton.

If she works at a nonprofit like WNYC for eight or nine more years, most of her student debt will be forgiven by the government under an Education Department program that promises to forgive debt after a set period—10 years for those in nonprofit and government jobs, and 20 years for those in the private sector.

But the strictures of the program limit her options. There are nonprofits in New Orleans, but she doesn’t feel secure about risking a move from New York. Still, she says, New York is “crowded, expensive. Everything cool is closing.” She adds, “I want a house, I want a dog, I want a room for all my records....I don’t want to be an old lady here.”

**Write to Neil Shah at [neil.shah@wsj.com](mailto:neil.shah@wsj.com)**

## **Now is the time to raise the gas tax**

**San Antonio Express-News Editorial 1/20/15**

The year was 1991. Ann Richards was sworn in as Texas governor. The minimum wage was raised to a whopping \$4.25 an hour. And the hit TV show "Dallas" came to an end.

That was also the last time Texas raised its gas tax, hiking it to 20 cents per gallon.

Much has changed since then. Texas' population has grown from just about 17.4 million residents in 1991 to more than 26 million in 2013. Roads have been built, often through debt. Prices have increased. And through it all, the gas tax, which funds transportation and education, has stayed the same.

Actually, it hasn't stayed the same. Adjusted for inflation, that 20 cents from 1991 is probably more like 10 or 12 cents today.

The gas tax helps fund two areas that Texans have routinely said are of the utmost importance: transportation and education. Here's how it's split: 15 cents per gallon is dedicated toward transportation, and the remaining 5 cents goes toward education.

The gas tax is not perfect. Improved fuel economy has diminished its return and will continue to do so. And there are interesting ideas about new ways to generate sustainable transportation revenue.

But the gas tax, to date, is the most-proven funding option. Letting it languish for nearly 25 years is a disservice to Texans. It puts future generations in debt while contributing to our underfunded schools.

An analogy to minimum wage puts the gas tax in context. There is plenty of debate at the moment about raising the minimum wage from \$7.25 an hour. But it's hard to imagine anyone saying \$4.25 an hour, which was the minimum wage in 1991, would be an appropriate wage in 2015.

With the price of gas so low, this is the time to raise the fuel tax at the state and federal levels and index both to inflation. The federal gas tax is 18.4 cents per gallon for gasoline and 24.4 cents for diesel. It hasn't been raised since 1993. It supports the Highway Trust Fund, which is on the verge of running out of money.

This summer, David Ellis, a research scientist with the Texas A&M Transportation Institute, estimated that raising it 5 cents per gallon would lead to \$846 million in revenue for fiscal 2015.

And yet, because Texans are so vehemently reactive to tax increases, there is little to no discussion about raising the state fuel tax this legislative session.

That's unfortunate. Refusing to adequately fund infrastructure only invites debt, promotes congestion and makes for shoddy roads. With transportation, if you kick the can down the road too often, you end up turning asphalt to gravel.

<http://www.expressnews.com/opinion/editorials/article/Now-is-the-time-to-raise-the-gas-tax-6028105.php>

# Growth surge gives southern Dallas a chance for revival, Festival of Ideas panelist says

By MARC RAMIREZ [mramirez@dallasnews.com](mailto:mramirez@dallasnews.com)

Staff Writer

Published: 24 January 2015 11:00 PM

It's time for Dallas to step up or lose out.

With a robust economy expected to spur a population surge over the next 15 to 20 years, the city is at a tipping point, says Maria Schneider, a sustainable-communities consultant and developer. Without action, she says, Dallas risks missing out on a crucial chance to revive its south side.

“Dallas has the opportunity to attract some of that influx and really revitalize South Dallas,” she says. “Which it needs. This is very much a window of opportunity.”

Schneider, a devoted contributor to the city's urban landscape discussion, will be among the speakers at the Dallas Festival of Ideas in the Arts District on Feb. 27 and 28. The event is presented by the Dallas Institute of Humanities and Culture, *The Dallas Morning News* and CrowdSource, the events arm of *The News*.

Schneider, a New Mexico native, has espoused the pursuit of “complete community,” which involves the kinds of conveniences that, when available, make neighborhoods desirable and, when absent, undercut efforts to enrich the quality of life.

“It's the idea that a community basically has to be complete to be attractive,” she says. “And if not, then you have the situation we have in Dallas, where people are traveling a lot to get what they need.” That's particularly true, she says, in the southern part of the city.

Schneider hopes to help city leaders adopt criteria to assess neighborhoods' accessibility to such amenities.

“I come from a science background,” she says. “I want data, I want a framework. I want to look at different places and quantify: What do we view as a healthy, attractive community? And then figure out the components that are missing.”

Schneider earned dual degrees in physics and electrical engineering at New Mexico State University, where she was president of the physics club. After earning a

master's in biomedical engineering at the University of Texas in 1993, she fell into construction via a somewhat circuitous route.

How it started: She bought a house in Austin.

“The only one I could afford was one that needed a lot of work,” she says.

She needed help, and again she went with what she could afford: ex-offenders.

“I was working eight hours a day side by side with guys who had all these issues,” she says. “It really got me thinking: How do lives turn out like this? Why are they not supported by their community? And the whole thing mushroomed.”

More construction projects followed as she realized that it wasn't just about the buildings; it was about people and the way they interact with those buildings.

Or as she explains it: Construction led her to start more closely considering actual buildings, then the environment around them, and then the block that contained that environment, and then the surrounding community, and finally the city as a whole.

“I've gone from a focus on sustainable building to: What constitutes a healthy community or a sustainable city?” she says.

Eight years ago, she came to Dallas, where she provided green-minded consultation to nonprofit developers as a way of getting to know the city better. Most of her time was spent in southeast Dallas, in neighborhoods like Pleasant Grove.

She served on an advisory committee overseeing implementation of a \$2.25 million challenge grant from the U.S. Department of Housing and Urban Development. The grant was designed to help connect underserved communities with housing, employment, economic development, transportation and other infrastructure improvements.

She's worked on large projects with the city of Dallas and with DART, but also street-level ones through the nonprofit she founded five years ago, Terra Shelter, which rehabs single-family homes in southern Dallas. Going back to her construction roots, she has ex-offenders handle the labor.

Frank Bliss, president of Cooper & Stebbins, the developer of Southlake Town Square, praises Schneider for her long-range vision and collaborative approach. Last fall, he moderated a panel on which Schneider served at a transportation summit put on by the Dallas chapter of the American Institute of Architects.

“She’s clearly a proponent of bringing people together,” Bliss says. “Too many times people are foaming at the mouth, like it’s gotta be this way or that way. She’s somewhat pragmatic; her vision is that, ultimately, Dallas can be brought together in a more meaningful way.”

In her call at the summit for better-built environments, Bliss says, Schneider gave examples of cities like Boston and Seoul that had positively altered their environments by demolishing highways that divided the cities

“Obviously, you still have to accommodate the automobile; it’s how you move things around,” Bliss says. “But she wasn’t like ‘This *has* to be done.’ She came at it like ‘This is a conversation we should all be having.’”

Schneider says the best community development happens from the bottom up: The most attractive neighborhoods are typically those planned from within, not those whose development has been imposed by the city or an outside developer. Projects driven by outsiders tend to produce sterile results, she says.

“The best stuff is like what’s going on in Oak Cliff, where you have lots of people putting their own money and time into something they believe in,” she says. “You get a much better result if you listen to the people who live there.”

Rather than devoting time and expense to talking about projects that don’t get off the ground or whose outwardly imposed vision is lost in translation, she’d like to see communities given the resources to do their own planning.

“Communities have some really great ideas,” she says. “I’m hoping that some of the more grass-roots ideas will float to the top, where someone who can actually fund and support them can do so.

“I’m tired of talking about how things should be. I want to see some projects getting done. Otherwise there’s no tangible difference in the community, aside from all the time spent sitting around talking.”

Follow Marc Ramirez on Twitter at [@marcramirez](https://twitter.com/marcramirez).

# French involvement in Texas high-speed rail? Mais oui!

BY GORDON DICKSON

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01/26/2015 6:43 PM

A company that operates France's national high-speed rail network is exploring possible involvement in Texas bullet trains.

"We're here to listen, learn and evaluate," Alain Leray, president and chief executive of SNCF America Inc., said Monday during a visit to downtown Fort Worth.

Leray and a colleague with SNCF, France's state-owned railway company, attended a two-hour meeting of the Texas high-speed rail commission and later met privately with officials planning the project.

The high-speed rail commission was formed a little more than a year ago by the Texas Department of Transportation to plan for a possible bullet train network connecting Houston, Dallas, Arlington, Fort Worth, Austin and San Antonio.

The Houston-to-Dallas portion is being vigorously pursued by Texas Central Railway, a company that would use technology from Japan's JR Central Railway to set up a rail line with trains capable of traveling 220 mph. That group aims to open its service by 2021, using an estimated \$10 billion in private investment funding, and is paying for its own federal environmental study.

But while the Japan-U.S. partnership is dominating the planning effort of the Houston-to-Dallas line, the possible creation of a high-speed rail system that would connect six or more of the state's largest cities — including not only Houston and Dallas, but also Arlington, Fort Worth, Austin and San Antonio — is garnering interest from other investors.

Among them is SNCF, whose parent company operates Eurostar train service connecting Great Britain and France, with trains running under the English Channel in a "Channel Tunnel" — or "Chunnel," as it is often called.

SNCF also operates trains throughout France and Monaco, including France's well-known TGV high-speed rail service. The company also has several operations in the Western Hemisphere. A subsidiary of SNCF, Keolis, operates the Virginia Railway Express commuter line.

Leray is based in Maryland, but has traveled to Texas a handful of times in recent months to gauge the interest of the state's residents and their elected leaders to build high-speed rail.

Leray said his firm's emphasis is on providing high-speed rail services to multiple destinations, including downtown areas. That philosophy could be in contrast to that of the Japan-U.S. partnership, which is emphasizing only a point-to-point connection between Houston and Dallas.

Some critics say the proposed Houston-to-Dallas service will do little more than fill a void for airline service between the cities now that flight restrictions at Dallas' Love Field have been removed, allowing Southwest Airlines to concentrate on long-distance service.

"Right now, all you have is a connection from outside Houston to Dallas," Leray said. "My question is, is that what the people of Texas want?"

Texas Central Railway is on course to have its draft environmental document released by the middle of this year, and a federal record of decision by mid- to late-2016 allowing construction to begin on the Houston-to-Dallas line. During a handful of public meetings, some residents, especially in rural areas, have criticized the proposed Houston-to-Dallas line, saying they don't want a rail service that primarily benefits urban areas cutting through their lands.

Texas Central Railway is trying to do a better job communicating the project to the public to assuage those concerns, spokesman Travis Kelly said.

Kelly said his firm would also welcome involvement by SNCF or any other companies into the planning efforts.

However, the involvement of multiple companies raises questions about connectivity. For example, as it stands now, there are no plans by either SNCF or Texas Central Railway to share technology or allow one entity's trains on the other's tracks.

That would seem to create a dilemma for North Texas planners, who have said all along they would support a high-speed rail system in the Metroplex only if there were stops in Arlington and Fort Worth, in addition to Houston and Dallas, and only if a rider could travel among all those cities without changing trains.

But Bill Meadows, a former Fort Worth City Council member who is chairman of the high-speed rail commission, said he is confident questions about connectivity can be addressed.

Members of Meadows' body — known on state documents as the Commission for High-Speed Rail in Dallas/Fort Worth even though its planning includes other cities such as Austin and San Antonio — also have traveled to Washington to seek support from Texas' congressional delegation.

A key issue for elected leaders not only in Washington but also Austin is how to pay for a high-speed rail system. With the Houston-to-Dallas route, it's more clear cut, with Texas Central Railway saying it will raise its own funds.

But the rest of the system could require a significant amount of public money — perhaps billions of dollars. However, high-speed rail commission members and supporters are emphasizing that the money wouldn't necessarily come from taxpayers.

On the contrary, during Monday's meeting, at least 16 other forms of funding were identified by Michael Morris, transportation director for the North Central Texas Council of Governments. Those include such sources as capturing property values from land developments around train stations, raising funds from train station parking and even offering limited forms of freight transport on the high-speed rail lines — for example, harvested organs that must be rushed to a donor, Morris said.

"If there's an organ donation, we might be able to move it four times faster on high-speed rail than on an airplane," Morris said.

The Dallas-Arlington-Fort Worth line is a standalone project on the high-speed rail group's planning documents, but it really is "a linchpin, part of a larger system" that includes Houston, Austin and San Antonio, said Erik Steavens, director of the rail division of the state transportation department.

<http://www.star-telegram.com/news/local/community/fort-worth/article8202234.html#storylink=cpy>

# Texas bill aims to strip toll company of eminent domain use

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Transportation Writer

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Texas lawmakers could strip the state's transportation commission of its ability to allow the construction of privately owned toll roads that connect to state highways. They also could remove a private North Texas company's rare ability to use eminent domain to build toll projects.

Both of those provisions are in a bill that state Rep. Cindy Burkett, R-Garland, introduced in response to public outcry about Texas Turnpike Corp.'s plans for a rural toll road from Garland to Greenville. The company is believed to be the only private entity in the state that an old law still allows to use eminent domain for projects.

The company and the North Central Texas Council of Governments backed away from the rural toll road plan amid fierce opposition from residents and cities in its path. But Burkett said there was a lot of confusion about the plans, largely because it was being overseen by a private entity.

"I just want to make sure that whenever property is taken for public needs, that it is taken in a fashion that is fair and transparent," she said.

Company officials declined to comment through a spokeswoman this week.

NCTCOG's transportation council has taken a neutral position on any legislation that would affect private toll companies' eminent domain powers.

There are currently no privately owned roads in Texas and Burkett's bill would not prohibit the kind of toll projects that continue to pop up in North Texas. Even though public transportation agencies partnered with private entities on projects like the North Tarrant Express and LBJ Freeway, the public entities still own those roads.

The bill probably wouldn't affect the planned Trinity Parkway toll road in Dallas. That controversial \$1.5 billion project is facing a massive shortfall and officials are

considering partnering with a private company to bring in more money. But there are currently no discussions about having a private company build and own the road.

“We haven’t talked about that,” said Jill Jordan, an assistant Dallas city manager.

Burkett said most North Texans, who face a growing number of tolled roads and lanes, would love to see future projects be nothing but free highways.

“Toll roads are wearing out their welcome,” she said.

But to achieve that, lawmakers will have to find new ways to fund the Texas Department of Transportation, which faces billions in annual shortfalls. Lawmakers have begun filing bills to find ways to help increase the money sent to TxDOT. The legislative session began last week and ends in June.

“I anticipate this may be a big transportation session,” Burkett said.

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# Texas Senate budget focuses on tax cuts, border security spending

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Austin Bureau

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AUSTIN — The Texas Senate used its first stab at a state budget Tuesday to underscore Lt. Gov. Dan Patrick's campaign priorities — cutting taxes, especially for homeowners, and throwing more cops and equipment at securing what he calls a porous Texas-Mexico border.

Senate GOP leaders also used their \$205.1 billion, two-year budget proposal to ignite what is expected to be a session-long debate on how to build enough roads to accommodate Texas' growing population without raising taxes.

Patrick stressed that he will push for significant property tax and business tax cuts this year even in the face of lower oil prices and scaled-back state revenue projections.

“I am not playing small ball on tax relief,” Patrick said at an event sponsored by the online political news outlet Texas Tribune. “That is what the people want us to do. We have the capability to do it and we need to do it. People need tax relief.”

In a move to boost transportation funding, Senate budget writers urged dipping into sales taxes collected on motor vehicle sales to goose highway construction by \$1.2 billion over the next two years.

Though Gov. Greg Abbott has supported such a fund shift, House leaders reacted with caution. They noted that removing the dollars from a general-purpose pot of money would make things tighter for state school aid, state universities, Medicaid, prisons and other programs.

The Senate's starting-point budget also would spend \$815 million on law enforcement efforts along the Texas-Mexico border — a 74 percent increase.

“We cannot stand by while the federal government ignores this problem,” said Senate Finance Committee Chairwoman Jane Nelson, R-Flower Mound.

The Senate's release of its preliminary budget opens months of haggling over the budget. Though Patrick has said he'd like speedier action, House-Senate negotiations usually don't wind up until near the session's end in late May.

Neither chamber's initial spending plan completely undoes lawmakers' \$5.4 billion in cuts to public schools in 2011. Last session, they restored about \$3.3 billion.

In their first drafts for 2016-17, the two chambers clashed over tax cuts and schools.

Senate leaders' "base budget" includes \$4 billion for tax reductions over the next two years — \$3 billion for school property-tax cuts and \$1 billion for business tax relief.

Patrick said that explains why the Senate budget would spend \$101.5 billion in general-purpose state revenue, a 6.6 percent increase.

"We're actually giving tax relief," he said.

The House, which didn't set aside money for tax cuts, would spend \$98.9 billion in general revenue.

Top House Republicans said lawmakers should consider which kinds of tax cuts will boost the economy the most. Business groups have complained that in Texas, businesses already shoulder 62 percent of the combined state and local tax burden.

"There'll be serious tax cuts offered," Rep. Drew Darby, R-San Angelo, said at a forum sponsored by Conservative Roundtable of Texas. "As we look at how we help homeowners ... we ought to look at how we help businesses."

Rep. John Otto, R-Dayton, said the House's initial budget would leave \$2 billion more in public schools than the Senate's would. He noted that more than 600 school districts have sued the state, alleging it has failed to adequately fund schools.

"We're going to look at what improves our position [in the suit] and what improves our schools," Otto said.

*Staff writer Terrence Stutz in Austin contributed to this report.*

Follow Robert T. Garrett on Twitter at [@RobertTGarrett](https://twitter.com/RobertTGarrett).

### **IN THE KNOW: Budget differences**

Key differences in the House and Senate budgets:

The Senate sets aside \$4 billion for tax cuts, while the House — following custom — was silent on the issue. Lawmakers must pass separate bills to make tax relief happen.

The House leaves in the education budget the entire \$4.5 billion of a state windfall from increasing property values. As values rise, the state doesn't have to ante up as much for schools. Because the Senate is cutting school taxes, it leaves \$2 billion less for the schools.

The Senate puts \$1.2 billion more than the House does into roads, by siphoning some car sales tax from a general- purpose pot of money.

The Senate increases state spending on border security by 74 percent, while the House trims it by 15 percent.

The Senate eliminates funds for the Travis County district attorney's Public Integrity Unit, which investigates political corruption and insurance and tax fraud. The House provides \$6.6 million, contingent on passage of unspecified reforms.

*Robert T. Garrett*

# I-35W madness: Road work wreaks havoc on north Fort Worth

BY GORDON DICKSON

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01/28/2015 6:20 PM

## FORT WORTH

Construction on Interstate 35W has hit a new level of intensity as lanes are closed and traffic is rerouted along 8 miles from downtown Fort Worth to Meacham and Western Center boulevards.

The changing pattern of concrete barriers and orange barrels is wreaking havoc on morning and afternoon drives — and the work is expected to continue until 2018.

“Everywhere was backed up. Cars were running red lights, swerving through lanes and cutting people off because they were frustrated by so much congestion,” said Andrea Bonjour, an information technology project manager at BNSF Railway. The company’s headquarters is on Western Center Boulevard.

On Tuesday night, Bonjour arranged to meet colleagues at Flips Patio Grill, just down the street from their workplace. But she had to take a most unusual detour to avoid the gridlock on Western Center: She diverted to Mark IV Parkway, Meacham Boulevard and North Riverside Drive to get to the restaurant on time.

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“I went 10 miles out of my way to make it to a destination that was less than a mile from my origin,” she said. “It took me 30 minutes to get to Flips, and that was still faster than going down Western Center.”

The \$1.4 billion project includes full reconstruction of I-35W from I-30 near downtown Fort Worth to North Tarrant Parkway, a few miles south of Alliance Airport. It features modernized ramps and frontage roads, and the addition of two toll express lanes in each direction.

Many of the changes taking place this week will remain in place for up to two years, officials said.

“This is the beginning of heavy construction, and we want to continue to encourage folks to plan ahead and really pay attention to the signs in place and watch their speeds,” project spokeswoman Heather DeLapp said.

## Western Center Boulevard

Normally, Western Center Boulevard is a six-lane east-west thoroughfare often used by commuters to travel between Saginaw and Dallas/Fort Worth Airport. But this week, workers have reduced it to two lanes in each direction to make room for expanding the intersection. Dedicated left- and right-turn lanes were also removed.

Several people who work in the area said their trips are taking about 25 minutes longer now.

Expect the traffic squeeze for eight months, Texas Department of Transportation spokesman Michael Peters said.

“It is a tight area to maintain traffic and construct a new road, but staff has worked to minimize impacts and reduced the original schedule from 12 to eight months,” Peters said. “We appreciate the motorists’ patience during construction, and we will continue to evaluate if there are additional improvements that can be made to the traffic control.”

## Meacham Boulevard

Beginning at 9 p.m. Thursday, getting to Meacham Boulevard will also be more of a headache.

Motorists who take westbound Loop 820 to southbound I-35W can no longer exit at Meacham Boulevard. The southbound main lanes will be shifted to the new toll express lanes to make room for reconstruction of the main lanes.

As a result, traffic that has just joined southbound I-35W from Loop 820 will not have access to the Meacham Boulevard exit. But motorists who join the southbound I-35W traffic from north of Loop 820 can still exit at Meacham Boulevard.

A detour will be posted on westbound Loop 820 for motorists wishing to get to Meacham Boulevard. They will be urged to proceed west to Mark IV Parkway and turn south.

The change is expected to remain in place for two years, DeLapp said.

The loss of access to Meacham Boulevard will be particularly painful for roughly 65 companies that employ about 12,000 people in the Mercantile industrial district of north Fort Worth, Mercantile Partners President Brian Randolph said.

“Depending upon which direction you’re coming from, for many people it’s the main way to get here,” Randolph said, adding that many in the area are still recovering from the four-year expansion of Loop 820 completed last year.

“There’s certainly a level of frustration that comes up in Mercantile after living through all the work done to Beach Street and Loop 820,” he said.

But he said access has dramatically improved at North Beach Street. And the project managers along I-35W and the Texas Department of Transportation have done a good job informing Mercantile employers about traffic changes, he said.

Once the I-35W expansion is completed, a new form of access will be built for westbound Loop 820 traffic trying to get to Meacham Boulevard. Traffic will be able to exit southbound I-35W at a new exit planned south of Meacham Boulevard, then loop back toward Meacham on a new frontage road.

## Downtown access

Beginning at 9 p.m. Friday, motorists heading downtown from places such as south Fort Worth and Crowley may find a major detour on their usual route.

The northbound I-35W exit to downtown from Spur 280 will close for about a year. Traffic will be rerouted in a somewhat snaky, nearly mile-long detour that involves exiting northbound I-35W at Texas 121, then taking access roads under Texas 121 as well as I-35W to Pharr Street.

Or motorists can access downtown by exiting northbound I-35W at Lancaster Avenue.

Motorists who want to keep up with lane changes and detours along the I-35W corridor may visit [North Tarrant Express online](#).

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# NTTA impounds car of driver who had been banned from road

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Dallas-area toll dodgers who think the North Texas Tollway Authority has been bluffing about towing your car, take note: The agency impounded a scofflaw's vehicle for the first time this week.

NTTA spokesman Michael Rey said a state trooper Tuesday pulled over Rochelle Sanders on the Dallas North Tollway in Plano after she'd been told multiple times that she was banned from agency roads for not paying her tolls.

The Garland resident owed the agency \$2,700 in unpaid tolls and fees for 1,300 unpaid violations dating back to May. That pales next to the tens of thousands of dollars that some drivers owe for violations that stretch back for years.

Sanders could not be reached for comment. Rey said she opened a TollTag account Thursday morning and began paying what she owes.

Lawmakers in 2013 allowed toll agencies to ban from their roadways drivers who have racked up more than 100 unpaid tolls in a year. Those caught violating the ban can be ticketed or have their cars impounded on the spot.

The NTTA has cameras that scan license plate numbers, run them against a database of banned drivers and notify the agency's operations center of a violator's location. Dispatchers can then notify state troopers stationed on the roads.

The agency has banned more than 21,000 drivers. Sanders, who previously received a ticket for violating the ban, was the first driver to have a car impounded.

"You're going to see more this in the future," Rey said.

He said Sanders was in a toll enforcement zone, where the license-plate readers are set up near state troopers ready to pull over violators, but he wasn't sure if that's what prompted the stop.

Officials said Sanders had outstanding warrants unrelated to any toll violations and was arrested during the stop.

Rey said more than 3,500 drivers have begun paying their dodged tolls after the NTTA mailed them ban letters. He said it's unfair to those who pay for the roads not to go after those who don't. He said the agency encourages people to talk to the agency about payment plans and TollTags. Ignoring the bills, he said, won't work.

"This isn't going away," he said.

# Doctors' groups press EPA for much stricter federal ozone limit

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ARLINGTON — The top doctors' organizations in Texas and Dallas County, along with other groups and individuals, pressed hard on Thursday for a much tougher federal limit on ozone, or smog.

They told Environmental Protection Agency officials at an all-day hearing that Texas needs federal action on clean air because the state hasn't acted.

A senior Texas official defended the state's record and told the EPA that a proposed smog crackdown isn't needed. Representatives of coal mining, natural gas, petroleum, manufacturing and chemicals echoed the Texas Commission on Environmental Quality's assessment.

However, Dr. Robert Haley of Dallas, an internist and epidemiologist, attacked their contention that health isn't at stake in where the EPA sets a new standard for ozone.

Haley spoke for the Dallas County Medical Society and the Texas Medical Association, which he said "strongly endorse" toughening the federal ozone standard from its current 75 parts per billion down to 60 ppb. EPA Administrator Gina McCarthy has proposed a range of 65-70 ppb but is taking comments on the possibility of 60 ppb.

Dallas-Fort Worth's average level for 2011-14 was 81 ppb.

Haley said a new study used a computer model to see what effect a 10-ppb reduction would have had in 2008 for 10 North Texas counties, including Dallas and Tarrant. Experts found that cleaner air would have meant 320 fewer hospitalizations, \$10 million less in hospitalization costs, 77 fewer premature deaths and \$617 million less in economic losses tied to those deaths.

"As physicians who care for those patients and see the asthma attacks, respiratory failure, hospitalizations and premature deaths, we believe that the citizens of these 10

counties are paying a high price for ozone pollution that could potentially be avoided,” Haley said.

David Brymer, the TCEQ’s air quality director, told EPA officials that the state agency found little or no evidence of health harm. The existing standard already protects the public and a tighter one would not prevent breathing problems or other ills, he said.

“We all share the common goal” of clean air, Brymer said.

Industries agreed with the TCEQ, which regulates their emissions. They also said a lower ozone limit would kill jobs.

Austin lawyer Christina Wisdom, speaking for the Texas Association of Manufacturers, said a stricter standard would not be in the nation’s best interest and would “decimate” Texas jobs just to make a “feel-good” change.

Texas Chemical Council President Hector Rivero, whose group represents chemical manufacturers, said science doesn’t support a tighter standard. He also repeated a frequent assertion of opponents — that changing the standard before all violator cities have met the current standard is “moving the goal line.”

But Frank O’Donnell, president of the Washington, D.C.-based advocacy group Clean Air Watch, asked where someone with a breathing problem would go for diagnosis and treatment — “to a doctor or to an oil-company lobbyist?”

Environmentalists said only federal pressure has led to clean-air progress in Texas. “I have no doubt that it would be much worse” without it, said Christine Guldi of Dallas.

Susybelle Gosslee of the League of Women Voters of Dallas told the EPA that Texas hasn’t made an honest attempt to clean the air. Zac Trahan, D/FW program director of the Texas Campaign for the Environment, said the TCEQ’s disbelief in ozone’s health harm had led the state agency to adopt a goal of “close enough.”

And Jim Schermbeck, director of the North Texas clean-air group Downwinders at Risk, said the public was relying on the EPA instead of state officials.

“Only strong federal action can salvage the situation and give Texans safe, legal air to breathe,” he said.

# Turn off red-light cameras in Texas?

BY ANNA M. TINSLEY

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01/31/2015 5:02 PM

The sudden flash as a car runs a red light on many Texas roads sends an unmistakable signal: A ticket will soon be in the mail, courtesy of the red-light camera.

But that flash — and the tickets — could be a thing of the past if state Rep. Jonathan Stickland has his way.

Stickland, R-Bedford, has filed a [bill](#) to do away with red-light cameras in Texas.

“I’ve been a liberty guy and a privacy guy,” said Stickland, who noted that getting rid of the cameras is a key issue in his district. “There are privacy concerns with the cameras.

The Constitution tells us we have the right to face our accuser in court,” he said. “How can you face your accuser if it’s a machine? ... This is a big issue.”

Red-light cameras have been controversial from the start.

Critics say government is invading privacy and going too far by monitoring movements and raking in cash for cities that use the cameras at high-traffic intersections. Some violators say they weren’t even caught running a red light, just not coming to a full stop before turning right on red.

Supporters say the cameras help uphold the law — and they’re working, reducing accidents and deaths and generating money for cities and states. They say drivers can’t reasonably expect privacy on a public road.

“The evidence shows we have reduced the number of accidents at traffic signals,” said Fort Worth Councilman Jungus Jordan, a longtime supporter of the cameras. “That’s the purpose I insist upon.

“My question to those who oppose red-light cameras: Which laws do you not want us to enforce? It is illegal to run a red light.”

## Where's the money?

Each year, the United States has millions of “intersection-related crashes” that cause deaths and may or may not be linked to red-light runners, according to the [Governors Highway Safety Association](#).

Last year, Texas had 12,224 crashes, and 90 fatalities, when motorists disregarded the “stop-go signal,” according to the [Texas Department of Transportation](#).

That's up from 10,582 crashes and 85 fatalities in 2013 and 10,233 crashes and 64 fatalities in 2012.

Red-light cameras have been used for decades worldwide to try to stop accidents at busy intersections. Nearly two dozen states in the U.S. allow red-light cameras, and fewer than a dozen specifically restrict their use, according to the governors association.

The cameras have been used in Texas for more than a decade after lawmakers gave the green light to the technology.

Each ticket carries a \$75 fine, adding up to millions of dollars statewide. After camera vendors are paid a portion, half the revenue stays in the city where the violation occurred and half goes to the state.

During the last fiscal year, the state collected more than \$16.2 million, up from \$15.4 million in 2013 and down from \$16.6 million in 2012, according to the Texas Comptroller of Public Accounts.

The money was earmarked for regional trauma centers in Texas, but lawmakers have authorized that only once, said Christine Mann, spokeswoman for the Texas Department of State Health Services.

In 2009, the department sent \$13.3 million to 128 Texas facilities, including the JPS Health Network, Harris Methodist Hospital in Fort Worth and Harris Methodist Northwest, state records show.

“We have not made a disbursement since then because there was no legislative appropriation,” Mann said.

The money has been accumulating instead, now totaling about \$97 million in the state's regional trauma account, said Chris Bryan, a spokesman for the comptroller's office.

"The Legislature makes the decision to appropriate money or not," he said. "They have not made a decision to appropriate in years."

## Tarrant petition

Residents in some cities that use the cameras are petitioning to have them removed.

More than 11,000 [Arlington](#) residents signed [petitions](#) asking city leaders to shut down the cameras, which bring in about \$2.1 million in fines a year.

&nbsp;

While officials say the cameras have helped reduce accidents, opponents say rear-end crashes are on the rise at intersections with cameras. And they believe the cameras are just a moneymaker for the city.

"People who think these cameras are in place for our safety need to get a clue," petition organizer Kelly Canon has said.

Arlington leaders should decide by Feb. 24 whether to put the issue on the May ballot.

Meanwhile, cities using the cameras say that millions of dollars in fines go uncollected each year. They say they can't do much about that unless county officials agree to prevent motorists from updating their vehicle registrations until they've paid their red-light tickets.

Some counties, such as Dallas, are flagging scofflaw accounts and blocking registrations until the fines are paid.

Not Tarrant County.

"That really isn't our role," County Judge Glen Whitley said. "We aren't going to be the enforcer for the city and the state on one of their revenue sources.

"It's revenue for the city and the state," he said. "They ought to figure out a way to collect it."

Last year in Fort Worth, 191,060 tickets were issued and \$9.3 million in fines were brought in.

But an estimated 40 percent of red-light tickets aren't paid. Since they're civil tickets, cities can't issue warrants compelling people to pay up.

County officials say they won't step in because their employees shouldn't have to take the push-back from local motorists.

"What you end up with is a constituent who is mad at the county," Tarrant County Commissioner Gary Fickes said.

"There is no upside to the county," Tarrant County Tax Assessor-Collector Ron Wright said.

"The cities had agreed to cover my cost ... but that didn't pay for the grief my clerks would have had to go through from angry taxpayers who don't believe there should be any connection at all between red-light-camera fines and vehicle registrations.

"There's no obligation for me at all to do that."

## Differing opinions

The Campaign for Liberty has started an online [petition](#) to encourage Texas lawmakers to ban red-light cameras statewide.

"Politicians in Austin, as well as those in municipalities around the state, are desperate to continue this money-grab on the backs of Texas motorists," according to the Virginia-based political group founded by former U.S. Rep. Ron Paul of Texas. "They are raising millions of dollars through the use of these cameras, and other nefarious 'fees,' while bilking Texans out of their hard-earned money."

Camera advocates disagree.

A study by the Insurance Institute for Highway Safety comparing large cities with and without the cameras found that the devices cut the rate of fatal accidents involving red-light running by 24 percent.

The Virginia-based education [group](#) said that properly timed traffic signals also reduce accidents and that the cameras don't violate privacy because motorists can't expect privacy on a public road.

Statistics show that accidents have dropped at traffic lights in Fort Worth where 58 red-light cameras are operating.

In the year before the cameras went up, those locations saw 253 accidents. In the past 12 months, they have seen 76, according to Alonzo Linan, assistant director in the Fort Worth Transportation and Public Works Department.

“Red-light running kills hundreds and injures more than 100,000 every year. Sadly, these collisions are completely avoidable,” said Charles Territo, a senior vice president with Arizona-based [American Traffic Solutions](#). “We encourage all drivers to obey the law and stop on red.”

‘A slam dunk’?

The National Motorists Association says red-light cameras don’t boost safety, don’t provide a true witness to the violation and don’t positively identify the motorist. The group says there are better options to keep streets safe.

“Government funds should be used on improving intersections, not on ticket cameras,” according to the Wisconsin-based [association](#). “Even in instances where cameras were shown to decrease certain types of accidents, they increased other accidents.

“... Cities can choose to make intersections safer with sound traffic engineering or make money with ticket cameras. Unfortunately, many pick money over safety.”

Stickland said fellow lawmakers have expressed support for his bill, which would let cities keep operating cameras until their contracts expire.

His measure also prevents cameras from being used to ensure that motorists comply with speed limits.

“With all the privacy issues and concerns ... this is a slam dunk, an easy decision for everyone,” he said.

In Fort Worth, Jordan, former president of the [Texas Municipal League](#), and other officials say they are concerned about the number of complaints from motorists who say they were ticketed for running red lights when all they were doing was turning right on red.

But at the end of the day, Jordan said, the goal is to make sure everyone gets home safely.

“I’m as conservative as the next guy,” he said. “I don’t want to take away anybody’s personal liberties.

“But I don’t want anyone killed.”

*Anna M. Tinsley, 817-390-7610*

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## HOW THE CAMERAS WORK

Warning signs are set up near intersections where the red-light cameras are used. “The objective is to deter violators, not to catch them,” the Governors Highway Safety Association says.

There, video cameras capture images that show vehicles in the intersection and the color of the light. They also record the time, date and location of the offense and the license plate number.

“Cameras are set so that only those vehicles that enter the intersection after the light has turned red are photographed,” according to a statement from the Texas Department of Transportation. “Vehicles entering the intersection on yellow, and still in the intersection when the light turns red, are not photographed.”

Violators receive a \$75 ticket in the mail.

— *Anna M. Tinsley*

# Effort to ban texting while driving in Texas may hit roadblock — again

Posted: 6:42 p.m. Monday, Feb. 2, 2015

By [Ben Wear](#) and [Alex Wilts](#) - American-Statesman Staff

The national landscape has shifted since former Gov. Rick Perry vetoed a bill in 2011 that would have banned texting while driving, calling it “a government effort to micromanage the behavior of adults.”

Now, 44 states — along with 40 Texas cities including Austin and West Lake Hills — have banned the practice. Some cities, such as Austin, have gone a step further and banned any use of a hand-held cellphone while driving. Violators of Austin’s hands-free ordinance, which went into effect Jan. 1, are punishable by a fine of up to \$500.

Yet, Texas lawmakers looking to pass a statewide texting while driving ban this year may again find a roadblock in the governor’s office.

Gov. Greg Abbott, who took office last month, has not announced a definitive position on the texting ban. But Matt Hirsch, communications director for the governor, said during the campaign that while Abbott “supports laws already in place that prohibit cellphone use by young drivers and in school zones ... he is against additional government mandates that micromanage adult driving behavior.”

Abbott’s office said he has been “an assertive advocate against texting and driving.” But spokeswoman Amelia Chassé, asked specifically about his position on this bill, issued a wait-and-see statement.

“Gov. Abbott will consider any proposal passed through the Legislature with the goal of making Texas better,” she said.

State Rep. Tom Craddick, R-Midland, and state Sen. Judith Zaffirini, D-Laredo, who filed bills that would ban texting while driving, on Tuesday will host the families of victims of distracted driving who will meet with lawmakers.

[House Bill 80](#) and [Senate Bill 25](#) would make texting while driving an offense punishable by a fine of up to \$200 for repeat offenders. The Senate version is identical.

This is the third consecutive legislative session that Craddick has introduced a texting while driving ban.

“I hope lawmakers and staff will walk away with a better understanding of the legislation proposing a statewide ban and why it is important to the state,” Craddick told the American-Statesman.

In 2011, Craddick’s House Bill 242 passed the House and Senate before being vetoed by former Gov. Rick Perry.

In 2013, with no signs that Perry had changed his mind about the idea, Craddick’s legislation stalled in the Senate Committee on Transportation and never made it to the governor’s desk.

Craddick said he expects this year to be different.

Tuesday's event, which will feature a texting-while-driving simulator, will be focused on educating lawmakers and staff about the related legislation, Craddick said.

"As lawmakers we have a responsibility to attend to the safety on our state's roads and protect the lives of citizens," Craddick said. "Putting a statewide ban in place will be a tool for law enforcement officers to keep our roads safe and keep people alive."

The legislation is supported by USAA and State Farm insurance companies and AT&T, said Craddick spokeswoman Kate Huddleston.

# Obama's \$4 trillion budget aims to ramp up investment

FROM WIRE REPORTS

Published: 02 February 2015 11:12 PM

Updated: 03 February 2015 08:18 AM

Related

- [Analysis: There are millions of reasons federal spending goes up](#)

WASHINGTON — The \$4 trillion budget that President Barack Obama released Monday is more utopian vision than pragmatic blueprint for his final years in office, but buried in the document are kernels of proposals that could take root even with a hostile Republican Congress.

In his penultimate budget, Obama proclaimed victory in the long climb from deep recession and said the time had come to loosen the strictures of austerity to invest in the nation's future. He relies on large tax increases — on corporations and the wealthy — to finance efforts in education, infrastructure construction and workforce development that he says have waited far too long.

“I want to work with Congress to replace mindless austerity with smart investments that strengthen America,” the president declared on a visit to the Department of Homeland Security.

He said he would not accept spending bills that maintained tough budget caps he agreed to in 2011, nor would he loosen budget controls on military spending without relaxing them for domestic programs.

But hidden in some of his most ambitious proposals to diminish the wealth gap and remake the corporate tax code are areas of potential compromise that nod to Republican ideas. They include an expansion of the earned income credit for the working poor; a revitalized Pentagon budget; and a surge in spending on roads, bridges, airports and other infrastructure, financed by a new tax rate on foreign corporate profits.

Absent from the plan is any pretense of remaking the main drivers of the long-term debt — Social Security and Medicare — a quest that has long eluded both parties. In all, such entitlement programs would go from consuming 13.2 percent of the economy this year to 14.8 percent in a decade. Domestic and military programs under Congress' discretion would shrink to 4.5 percent of the economy in 2025, from the current 6.4 percent.

“It's a visionary document and basically says, ‘You're with me or you're not,’ and we can have big philosophical arguments about the role of government, and perhaps in 2016 we will,” said Jared Bernstein, a former top economic adviser to Vice President Joe Biden. “The other way to

look at it is, it's a Chinese menu, and you're not going to share the duck, but you might split the egg rolls."

### **Tough sell**

The document is undergirded by two major presidential initiatives that have virtually no chance in Congress: large tax increases on multinational corporations and the rich, and a comprehensive immigration law that would lift the economy with millions of newly legalized, taxpaying workers.

The proceeds of those initiatives would pay for free community college, more generous child care subsidies and education tax credits, paid sick leave, expanded unemployment benefits, and tax credits for two-earner middle-class couples, among other offerings.

Obama emerged from last year's midterm election losses determined to reinforce — rather than scale back — his belief that the government should play a fundamental role in spreading economic prosperity.

"As we move forward with the legislative battles of the next two years and then the presidential election, the dominant question in the country will be who has better ideas to address the country's economic needs," said Geoff Garin, who conducts polling for Democrats. "Democrats were criticized in the last campaign for not running on a positive economic vision, and the president's budget this year does lay out that vision."

Yet it was a vision that Republicans quickly made clear they did not share.

"The president says he wants to work with Congress, but everything he does indicates the opposite," said Rep. Kevin McCarthy, R-Calif., the House majority leader. "His latest budget simply isn't a serious proposal."

But Obama does have pressure points to force Republicans to the negotiating table. Republican defense hawks such as Sen. John McCain of Arizona, chairman of the Senate Armed Services Committee, want to free the military of automatic spending caps, something Obama will not accept without relief for domestic programs as well.

"I'm not going to accept a budget that locks in [the spending caps] going forward," Obama said Monday. "It would be bad for our security and bad for our growth. I will not accept a budget that severs the vital link between our national security and our economic security."

### **Calls for balance**

For Republicans in Congress, however, the great strategic cause is balancing the budget. If that trumps other areas of agreement, alignment may not be possible.

Under the president's plan, the federal deficit would drop from \$583 billion this year — or 3.2 percent of the economy — to \$474 billion in 2016, 2.5 percent of the economy. In nominal

dollars, the red ink would drift upward from there, to \$687 billion by 2025, adding nearly \$5.7 trillion to the national debt over a decade.

Measured against the gross domestic product, the deficit would remain stable, and the debt would drift downward, from 75 percent of the economy to 73.3 percent in 2025.

For Republican leaders, that is not enough. Sen. Michael Enzi of Wyoming and Rep. Tom Price of Georgia, the new chairman of the congressional budget committees, released a joint statement on Monday declaring, “A proposal that never balances is not a serious plan for America’s fiscal future.”

They vowed to produce a budget that does what the White House has explicitly said is unnecessary, namely one that brings spending and taxes into balance.

Senate Majority Leader Mitch McConnell, R-Ky., said Obama had fallen short of his promise to include “practical, not partisan” ideas in his budget.

He called the plan “another top-down, backward-looking document that caters to powerful political bosses on the left and never balances — ever.”

*Jonathan Weisman and Julie Hirschfeld Davis, The New York Times*

#### **IN THE KNOW: Highlights**

**INFRASTRUCTURE:** The budget includes a six-year, \$478 billion public works program for highway, bridge and transit upgrades. About \$238 billion would come from a one-time 14 percent mandatory tax on the up to \$2 trillion in estimated U.S. corporate earnings that have accumulated overseas. That rate is significantly lower than the current top corporate rate of 35 percent. The top corporate rate for U.S. earnings would drop to 28 percent; foreign profits would be taxed at 19 percent, with companies getting a credit for foreign taxes paid. The remaining \$240 billion would come from the federal Highway Trust Fund, which is financed with a gasoline tax.

**CAPITAL GAINS RATE:** It would increase on couples making more than \$500,000 per year, from 23.8 percent to 28 percent. Obama wants to require estates to pay capital gains taxes on securities at the time they are inherited. He is trying to impose a 0.07 percent fee on the roughly 100 U.S. financial companies with assets of more than \$50 billion.

**TAX BREAKS:** President Barack Obama would take the \$320 billion that the capital gains tax increases would generate over 10 years and funnel them into low- and middle-class tax breaks. His ideas: a credit of up to \$500 for two-income families, a boost in the child care tax credit to up to \$3,000 per child under age 5, and overhauling breaks that help pay for college.

**BUDGET DEFICIT:** The projected budget deficit would be \$474 billion, slightly higher than the \$467 billion forecast by the Congressional Budget Office for 2016. For the budget year that ended Sept. 30, the actual deficit was \$483 billion. That was a marked improvement from the \$1

trillion-plus deficits during Obama's first years in office, when the country was struggling to emerge from a deep recession.

*The Associated Press*

# Disconnect in Collin County transit agencies creates transit gap in Plano, neighboring cities

By MEREDITH SHAMBURGER [mshamburger@neighborsgo.com](mailto:mshamburger@neighborsgo.com)

Neighborsgo

Published: 16 January 2015 07:44 AM

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Collin County has two major transit systems it counts on: DART and TAPS. But some commuters say using them together can be a difficult task if you live out of reach of dedicated shuttles.

Collin County's transit connections to Plano have been limited since the Collin County Area Regional Transit was disbanded in 2013, and many cities decided to partner with the Texoma Paratransit System, or TAPS.

“When TAPS began service in Collin County, replacing CCART, one of the initial issues was that CCART had been providing trips to and from Plano,” TAPS spokesman Dan Acree said. “Those trips were not authorized by any contract and were not funded. TAPS determined from the beginning that it could not continue to provide on-demand service to Plano.”

Today, a few fixed routes in McKinney and Allen provide service to DART's Parker Road Station, but the agency says on-demand riders in other areas can't use a TAPS bus to pick up or drop off in Plano. This has caused a gap between Plano — Collin County's only DART member — and its neighbors.

For example, getting from Murphy or Frisco to neighboring city Plano means a rider first would have to use TAPS's on-demand bus service and schedule a ride at least a day in advance to get to a dedicated shuttle bus route in Allen or McKinney. From there, commuters can ride to DART's Parker Road Station in Plano and use one of DART's trains or buses to continue to a Plano destination or points farther south.

TAPS operates fixed bus lines, which provide bus service on a regular basis at regular stops in two cities throughout the week: Allen, with three routes, and McKinney, with seven routes. But TAPS's on-demand Get-a-Ride service, which includes all other areas of the county, doesn't run on weekends.

Concerns about traveling between Dallas and Collin counties are something DART hears all the time, said Marion Denny, senior manager for mobility management and planning for DART. She said DART's hands are tied, because it cannot operate out of its service area. Cities who join DART must contribute one cent of sales tax for every dollar spent in the city.

The transit agency also allows nonmember cities to partner with them to run services on a contract basis. That arrangement has led to express bus service in Mesquite to the Green Line, and a bus from the Trinity Railway Express line to Arlington.

"There's virtually nothing DART can do unless a city decides to contract with or join DART," Denny said.

When CCART was disbanded, the North Central Texas Council of Governments provided a stop-gap program for residents, contracting with Yellow Cab Company of Dallas to shuttle riders to and from Plano. That program expired in November.

DART is working with the NCTCOG to create a website to help residents find transportation options in their area, whether public, private or nonprofit, but Denny said they are still gathering resources.

"The scary part is we know in some areas, it just isn't going to be possible," Denny said.

Plano officials are aware of the issue, Plano Deputy City Manager Frank Turner said. Although Plano does not financially participate in TAPS because the city already contracts with DART, Turner said there's nothing that prevents TAPS buses from coming in to Plano from the city's standpoint.

"We wish there was a way to better coordinate between DART and TAPS," Turner said, adding that the city would prefer that more of their neighbors would join DART so that the area could have a seamless transit system.

Wylie City Manager Mindy Manson says working with TAPS has "definitely been something of an education," since the city has never had any form of public transit before.

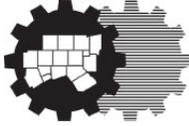
But Manson doesn't see any alternative for the city — Wylie is prohibited from joining DART because it does not border a member city.

"I think everyone's been finding TAPS is doing an excellent job filling a niche," she said.

Until a solution is found, Denny says residents should talk to their city officials about transit concerns.

“Cities need to be aware of what their residents want and need,” she said.

*Plano neighborsgo editor Meredith Shamburger can be reached at 214-977-8292.*



North Central Texas  
Council of Governments

## PRESS RELEASE

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### Proposition 1 Project Recommendations to be Discussed Feb. 2-3

North Texans can review, give input on recommendations at public meetings

**Jan. 30, 2015** (Arlington, Texas) – Roadway projects that could benefit from voter-approved Proposition 1 funding will be discussed at public meetings Feb. 2-3 in Fort Worth, Arlington and Dallas.

In November 2014, Texas voters approved Proposition 1, a constitutional amendment that provides a new source of state funding for the construction, maintenance and rehabilitation of public roadways. Toll roads and transit projects are not eligible for funding.

The Dallas-Fort Worth area is expected to receive about \$367.6 million for projects that must go to construction in 2015. This is a significant step toward meeting the unmet roadway funding needs in Texas, and input from the public is important in making funding decisions. The North Central Texas Council of Governments and Regional Transportation Council, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, worked with the Texas Department of Transportation and local officials to develop the project recommendations.

Other work of the Metropolitan Planning Organization will also be highlighted at the public meetings. Proposed changes to the Fiscal Year 2014 and Fiscal Year 2015 Unified Planning Work Program, a summary of the transportation and related air quality planning tasks conducted, will be discussed.

Following the meeting in Arlington on Feb. 3, a video recording of the discussion will be posted at [www.nctcog.org/meetings](http://www.nctcog.org/meetings). Audio recordings of the other two meetings will be available at the same site.

Public Meeting Details		
<p><b>Monday, Feb. 2</b> <b>6:30 p.m.</b> Fort Worth Intermodal Transportation Center 1001 Jones Street Fort Worth, TX 76102</p>	<p><b>Tuesday, Feb. 3</b> <b>10:30 a.m.</b> North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011</p>	<p><b>Tuesday, Feb. 3</b> <b>6:30 p.m.</b> J. Erik Jonsson Central Library 1515 Young Street Dallas, TX 75201</p>

**About the North Central Texas Council of Governments:**

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 240 member governments including 16 counties, 170 cities, 24 school districts and 30 special districts.

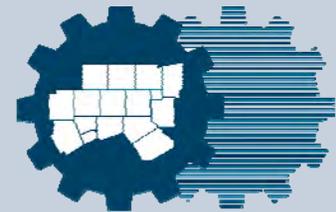
For more information on the NCTCOG Transportation Department, visit [www.nctcog.org/trans](http://www.nctcog.org/trans).

**About the Regional Transportation Council:**

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at [www.nctcog.org](http://www.nctcog.org).

# # #

# Public Participation Plan Revisions



**North Central Texas  
Council of Governments**

**Regional Transportation Council  
Amanda Wilson  
February 12, 2015**

# Public Participation Plan

**Meets basic public involvement requirements established in laws and legislation**

**Defines public involvement procedures and comment periods**

**Provides the public mechanisms for input into the planning process**

**Includes relevant policies as attachments**

# Developing Draft Revisions

**Changing communications trends**

**New, more effective ways to reach, engage  
North Texans at convenient times, places**

**Increasing number of public meetings potentially  
contributing to declining attendance**

**Greater emphasis on aligning outreach, public  
input opportunity to significance of decision**

**Consistent with public input through survey and  
public meetings in June and September**

# Public Participation Goals



**Inform & Educate**



**Engage Diverse Audiences &  
Encourage Continued Participation**



**Evaluate Strategies**

# Reaching Audiences

Public meetings

Media outreach

Publications

Videos

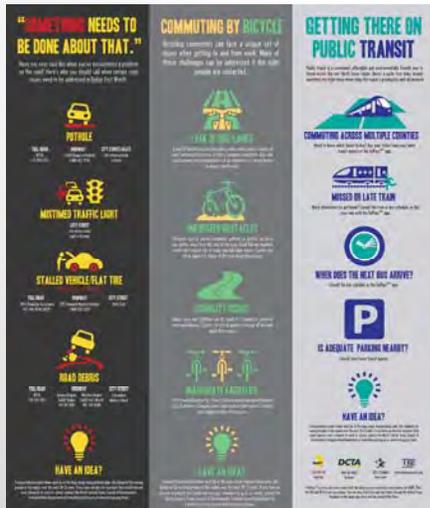
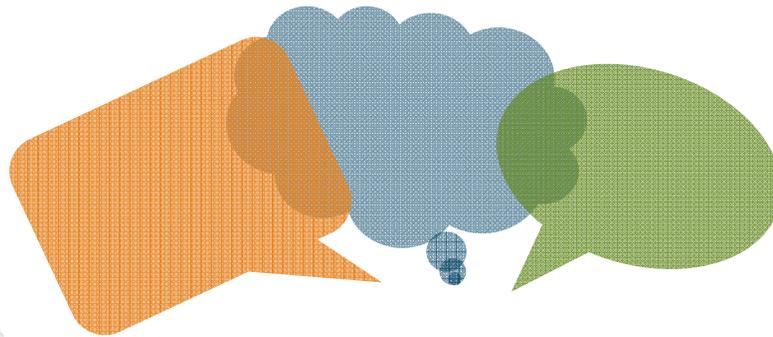
Community events

Surveys



NCTCOGtrans

# Enhancing Efforts



## Schedule of Meetings



# Revising the Public Participation Plan

**Shifting to online public review and comment periods for routine items**

**Reserving public meetings for development of plans, programs and policies and significant changes**

**Continuing to announce all public input opportunities**

**Continuing to allow 30 days for public review and comment**

# Revising the Public Participation Plan, cont'd

## **Administrative revision policy for the Metropolitan Transportation Plan**

**More extensive public involvement, including public meetings, will continue for development of the Metropolitan Transportation Plan as well as Amendments and Updates**

# **Revising the Public Participation Plan, cont'd**

**Documenting public involvement for the annual listing of obligated projects**

**Documenting that Federal Transit Administration Programs of Projects will continue to be discussed at public meetings**

**Revising the Language Assistance Plan to incorporate updated demographic information**

**Defining evaluation criteria for public involvement efforts**

# Timeline

**2014**

**June**

Public meetings – preliminary recommendations

**June - July**

Public comment period

**Summer**

Refine potential revisions

**August**

STTC information item

**September**

Public meetings – final recommendations  
RTC information item

**September - October**

Public comment period

**December**

Public meetings – update on schedule

**December - February**

Additional public comment period

**2015**

**January**

RTC information item  
STTC action item

**February**

RTC action item

Public Comments

# Action Requested

**Regional Transportation Council approval of the revised Public Participation Plan and its attachments**

# Contacts

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**[www.nctcog.org/meetings](http://www.nctcog.org/meetings)**



**NCTCOGtrans**

# Engaging Diverse Audiences in Planning for Transportation and Improving Air Quality

## Public Participation Plan

December 2014

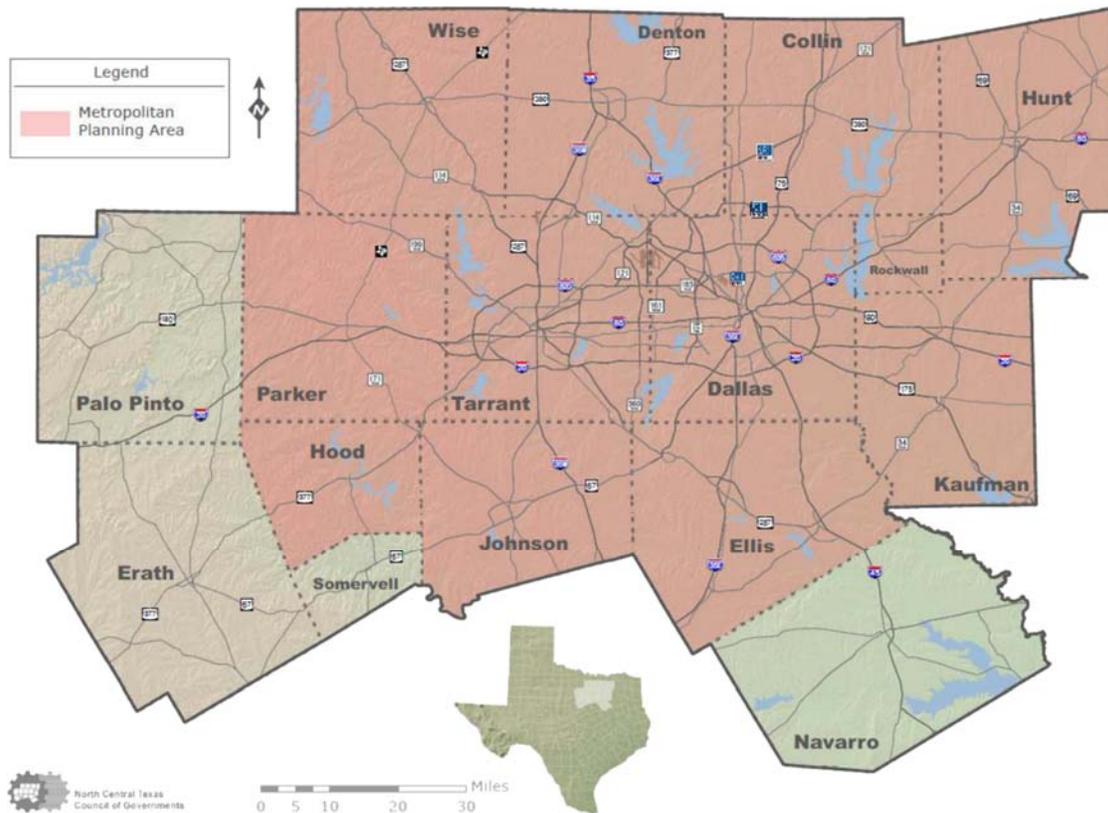


Metropolitan Planning Organization for the Dallas-Fort Worth Area

# **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**

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### ***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](http://www.nctcog.org/trans/committees).

### 3. Specific Opportunities for Involvement, Outcomes

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#### ***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](http://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](http://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 <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	45 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
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 <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	45 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> </ul>
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.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development of the UPWP	One public meeting that is also video recorded and available online with materials to outline recommendations.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Modifications	Video summary and recommendations posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> </ul>

## ***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](http://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 <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days following each meeting	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
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 <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

***Metropolitan Transportation Plan, continued***

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
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 <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Metropolitan Transportation Plan administrative revisions	Summary of modifications accessible from <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> for informational purposes.	Not applicable	<ul style="list-style-type: none"> <li>• Availability of information included on next notice for a public input opportunity</li> </ul>

**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 <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
TIP Revisions requiring Regional Transportation Council approval	Recommendations posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
TIP Administrative Amendments and modifications supporting previous RTC action	Summary of modifications accessible from <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> for informational purposes.	Not applicable	<ul style="list-style-type: none"> <li>• Availability of information included on next notice for a public input opportunity</li> </ul>
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.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
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 <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
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 <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
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"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

***Transportation Conformity of the Metropolitan Transportation Plan and Transportation Improvement Program, continued***

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
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 <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Transportation Conformity approval by federal partners	None, final approval available	Not applicable	<ul style="list-style-type: none"> <li>• News release announcing federal approval</li> </ul>

**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 <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
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 <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

**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](http://www.nctcog.org/annual).

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Publishing of Annual Listing of Obligated Projects	Review only at <a href="http://www.nctcog.org/annual">www.nctcog.org/annual</a>	Not applicable	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> </ul>

**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.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
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 <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

### ***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](http://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](http://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](http://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](http://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](http://www.youtube.com/NCTCOGtrans) and [www.vimeo.com/NCTCOGtrans](http://www.vimeo.com/NCTCOGtrans). As needed, video will complement materials available for public review and comment at [www.nctcog.org/input](http://www.nctcog.org/input). Depending on the length of the video, not only will it be online at [www.nctcog.org/input](http://www.nctcog.org/input), but it will also be available at [www.nctcog.org/video](http://www.nctcog.org/video) or [www.youtube.com/NCTCOGtrans](http://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](mailto: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](mailto: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 21<sup>st</sup> 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](mailto: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

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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.

<b>Strategy</b>	<b>Quantitative and Qualitative Evaluation</b>	<b>Desired Evaluation Outcomes</b>
<b>Website and Technology</b>	<ul style="list-style-type: none"> <li>• Website visits</li> <li>• Source of web traffic/referring websites</li> <li>• Time spent on web pages</li> <li>• Navigation on web pages</li> <li>• Search terms</li> <li>• Language</li> <li>• Browser/device</li> <li>• Geography</li> </ul>	<ul style="list-style-type: none"> <li>• Identification of trends and changes for website usage over time.</li> <li>• Understanding of how other outreach and communications strategies may influence website use.</li> <li>• Prioritization of and increased accessibility to information and opportunities for input most important to the public.</li> </ul>
<b>Social Media</b>	<ul style="list-style-type: none"> <li>• Interactions and engagement</li> <li>• Audience</li> <li>• Content views</li> <li>• Geography</li> </ul>	<ul style="list-style-type: none"> <li>• Broader distribution of information and public involvement opportunities through shareable content, interactions and engagement.</li> <li>• Increased feedback and public input.</li> </ul>
<b>Video</b>	<ul style="list-style-type: none"> <li>• Views</li> <li>• Average view duration/time spent</li> <li>• Geography (NCTCOG website only)</li> <li>• Information viewed (NCTCOG website only)</li> <li>• Engagement/likes (YouTube only)</li> <li>• Subscribers (YouTube only)</li> </ul>	<ul style="list-style-type: none"> <li>• Access to meetings at anytime from anywhere.</li> <li>• Engaging, visual content to make complex transportation issues more understandable.</li> <li>• Elimination of time constraint and travel/geographic barriers.</li> </ul>

<b>Strategy</b>	<b>Quantitative and Qualitative Evaluation</b>	<b>Desired Evaluation Outcomes</b>
<b>Public Meetings, Community Workshops, Roundtables, Conferences, Forums and Other Events</b>	<ul style="list-style-type: none"> <li>• Number of events hosted</li> <li>• Attendance</li> <li>• Input received</li> <li>• Type of information distributed and shared</li> <li>• Geographic representation</li> <li>• Demographic information</li> <li>• Regional accessibility to event(s) or information (if applicable)</li> <li>• All events hosted at locations accessible to individuals with disabilities</li> <li>• Notification of how to request language translation or special accommodations at a public meeting</li> <li>• Communications strategies through which people learned about the event</li> <li>• Number of viewers of live or recorded video of the event</li> <li>• Communication strategies used to announce event</li> </ul>	<ul style="list-style-type: none"> <li>• Planned opportunities for the public to interact directly with staff.</li> <li>• Meaningful opportunities for all individuals to learn about and provide input on plans, programs and policies.</li> <li>• Notification of events through a variety of strategies.</li> <li>• Live and recorded video online complement in-person events, making information more accessible.</li> </ul>
<b>Print and Digital Publications</b>	<ul style="list-style-type: none"> <li>• Quantity of publications distributed</li> <li>• Distribution plan, e.g., accessibility of information in print and online</li> <li>• Website analytics for digital publications</li> <li>• Variety of publication formats</li> </ul>	<ul style="list-style-type: none"> <li>• Information is available in multiple formats and accessible to all communities.</li> <li>• Publication content encourages continued involvement in transportation planning.</li> <li>• Publications enhance understanding of plans, programs and policies.</li> </ul>
<b>Stakeholder Interviews</b>	<ul style="list-style-type: none"> <li>• Geographic representation</li> <li>• Variety of organizations/stakeholders interviewed</li> <li>• Opportunities for ongoing communication, engagement</li> <li>• Information learned to enhance communications, gather public input</li> </ul>	<ul style="list-style-type: none"> <li>• Increased understanding of audiences, region.</li> <li>• Identification of new opportunities to educate and engage new audiences and/or connections for shareable content.</li> </ul>

<b>Strategy</b>	<b>Quantitative and Qualitative Evaluation</b>	<b>Desired Evaluation Outcomes</b>
<b>Speakers Bureau</b>	<ul style="list-style-type: none"> <li>• Number of presentation requests</li> <li>• Groups reached</li> <li>• Number of people reached</li> <li>• Materials distributed</li> <li>• Input received</li> <li>• Topics of presentations</li> </ul>	<ul style="list-style-type: none"> <li>• Increased awareness of Transportation Department plans, programs and policies.</li> </ul>
<b>Media Relations</b>	<ul style="list-style-type: none"> <li>• Media coverage</li> <li>• Media requests</li> <li>• Number of news releases</li> <li>• Media contact list characteristics, e.g., number of reporters, types of news sources, regional diversity, inclusion of minority news sources</li> </ul>	<ul style="list-style-type: none"> <li>• Proactive media relations and communication of metropolitan planning organization news, policies, programs and opportunities for public involvement.</li> <li>• Understanding of local, regional, statewide and national media coverage of transportation and air quality stories relevant to the Dallas-Fort Worth area.</li> </ul>
<b>Surveys and Keypad Polling</b>	<ul style="list-style-type: none"> <li>• Response rate</li> <li>• Completeness of responses</li> <li>• Percent of respondents who would participate in a public involvement activity again</li> </ul>	<ul style="list-style-type: none"> <li>• Feedback and public input.</li> <li>• Relevant, accessible and simple opportunities to gather feedback and public input.</li> <li>• Information about public understanding, awareness and priorities.</li> <li>• Results facilitate further discussion and inform decisions.</li> </ul>
<b>Visualization</b>	<ul style="list-style-type: none"> <li>• Visualization resources available to staff</li> <li>• Use of visualization in presentations and publications and on the website</li> <li>• Input received</li> <li>• Demonstrated or stated understanding of ideas, concepts, plans, projects or programs among intended audience</li> </ul>	<ul style="list-style-type: none"> <li>• Improved understanding of ideas, concepts, plans, projects and programs.</li> <li>• Informed input.</li> <li>• Facilitates analysis of data.</li> </ul>
<b>Advertising</b>	<ul style="list-style-type: none"> <li>• Impressions/number of people potentially reached</li> <li>• Click throughs of online ads</li> <li>• Comments received noting advertising</li> <li>• Diversity of advertising placements, e.g. minority news sources</li> </ul>	<ul style="list-style-type: none"> <li>• Broad regional distribution of opportunities for public input.</li> </ul>

<b>Strategy</b>	<b>Quantitative and Qualitative Evaluation</b>	<b>Desired Evaluation Outcomes</b>
<b>Mail and E-mail</b>	<ul style="list-style-type: none"> <li>• Number of contacts</li> <li>• Number of new contacts</li> <li>• Number of unsubscribes</li> </ul>	<ul style="list-style-type: none"> <li>• All interested individuals, organizations and communities receive regular communication from the department.</li> </ul>
<b>Community Events</b>	<ul style="list-style-type: none"> <li>• Number of events attended</li> <li>• Location of events</li> <li>• Number of events held/attended that provided opportunities for strengthening relationships with environmental justice populations</li> <li>• Event attendance</li> <li>• Interactions</li> </ul>	<ul style="list-style-type: none"> <li>• Opportunity for the public to interact directly with staff in an informal setting.</li> <li>• Makes information accessible where people are already gathering instead of requiring people seek it out.</li> <li>• Attending events throughout the region is important in the large planning area.</li> </ul>
<b>Telephone Town Halls</b>	<ul style="list-style-type: none"> <li>• Number of telephone town halls hosted</li> <li>• Number of registrants</li> <li>• Number of participants</li> <li>• Participation during telephone town hall</li> <li>• Input received</li> <li>• Topics of telephone town halls</li> <li>• Website analytics for registration page</li> </ul>	<ul style="list-style-type: none"> <li>• Elimination of time constraint and travel/geographic barriers.</li> <li>• Planned opportunities for the public to interact directly with staff.</li> <li>• Meaningful opportunities for all individuals to learn about and provide input on plans, programs and policies.</li> </ul>
<b>Connections and Shareable Content</b>	<ul style="list-style-type: none"> <li>• Article and social media content sent to partners, local governments, community groups and other organizations</li> <li>• Content published by partners, local governments, community groups and other organizations</li> <li>• New audiences reached through established connections</li> </ul>	<ul style="list-style-type: none"> <li>• Extended reach of messaging about transportation and air quality issues and opportunities for public input.</li> <li>• Sustained engagement of connections who influence/conduct outreach.</li> <li>• Communication in a format that facilitates sharing with others.</li> </ul>

### ***Overall Quantitative and Qualitative Evaluation***

Ongoing evaluation of the overall public participation process will consider the following data, and the information will be used to establish priorities and refine efforts.

- Type and quantity of materials distributed
- Translation of materials
- Number of opportunities for specific public input
- Number of public comments
- How comments influence regional transportation plans
- Timely responses to public comments
- Communication about final plans, policies and programs following public input opportunities

### ***Evaluation of Project-specific Outreach***

Some or all of the strategies outlined in the Public Participation Plan may be used for project-specific outreach, and the corresponding evaluation criteria and outcomes apply. Additional outcomes, however, may also be established to complement measureable public involvement goals for public involvement specific to the project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect. How public involvement influences or changes the project will be communicated throughout the project and documented in final reports as applicable.

# **Public Participation Plan (December 2014)**

## **Appendix A**

### ***Laws and Legislation Relevant to Public Participation***

#### **Federal Legislation and Executive Orders**

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##### ***Moving Ahead for Progress in the 21<sup>st</sup> 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.

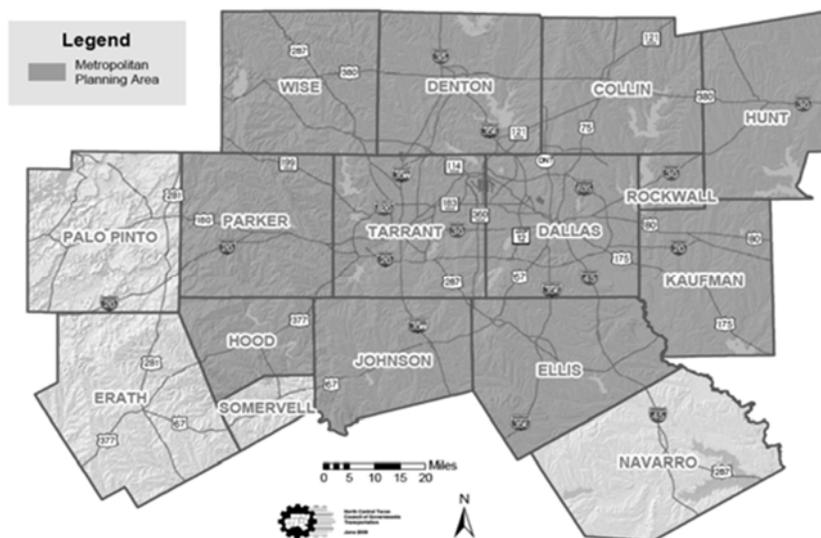
**Identification of LEP Populations and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs**

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 <sup>1</sup>	Percent Lacking <i>Basic Literacy Skills</i> <sup>2</sup>
<b>Texas</b>	<b>15,936,279</b>	<b>19%</b>
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%

<sup>1</sup> Estimated population size of persons 16 years and older in households in 2003.

<sup>2</sup> 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](mailto:transinfo@nctcog.org)  
**Website:** [www.nctcog.org/trans](http://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.

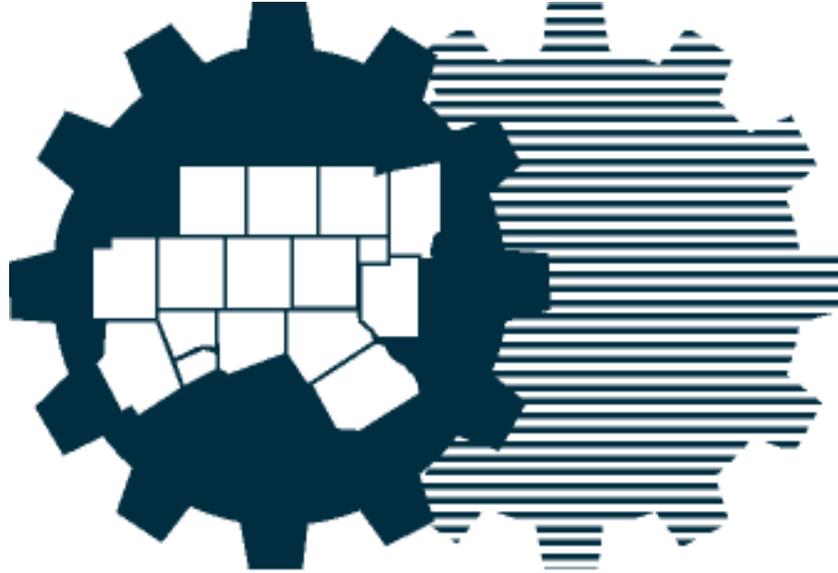
- 1. Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
- 2. Cost/Funding Increases:** A revision is required on any cost/funding increase 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



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## 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.

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## **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.

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## 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.

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### **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.

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**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:**

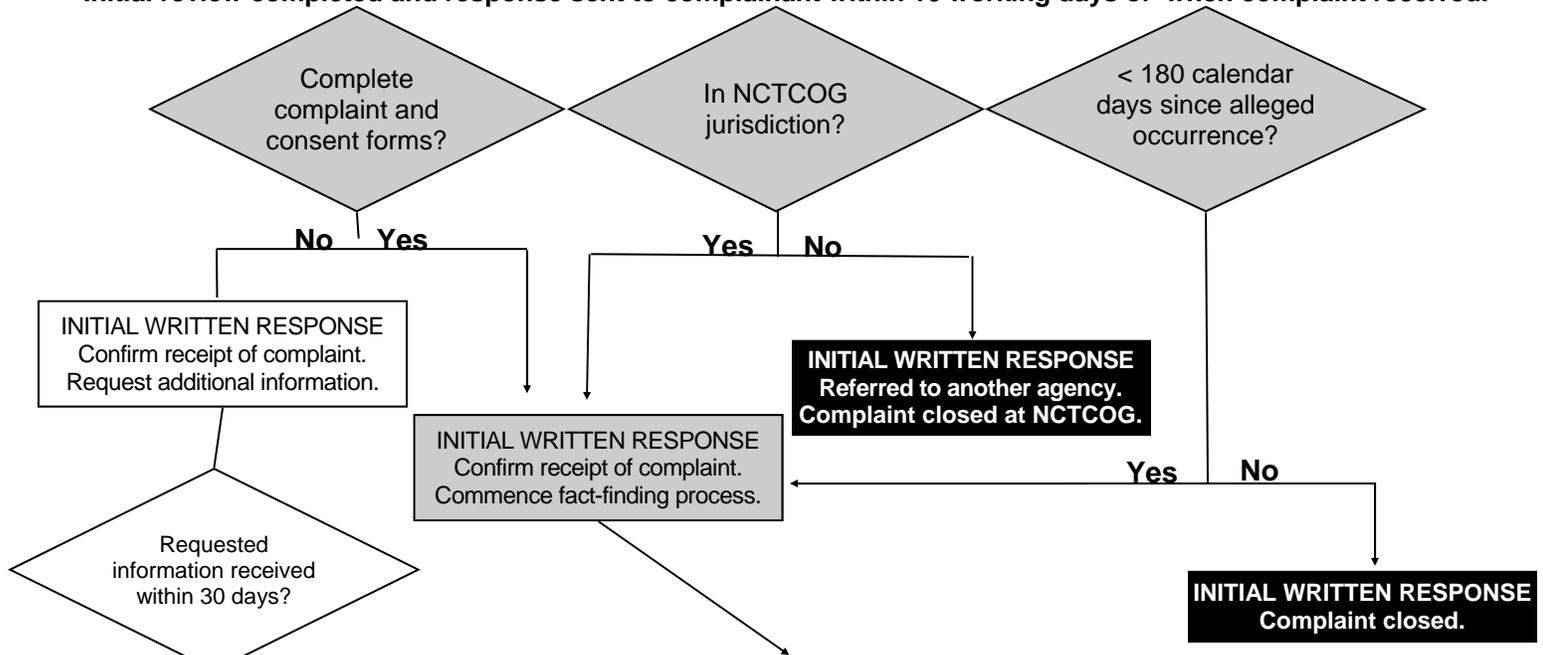
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of 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.

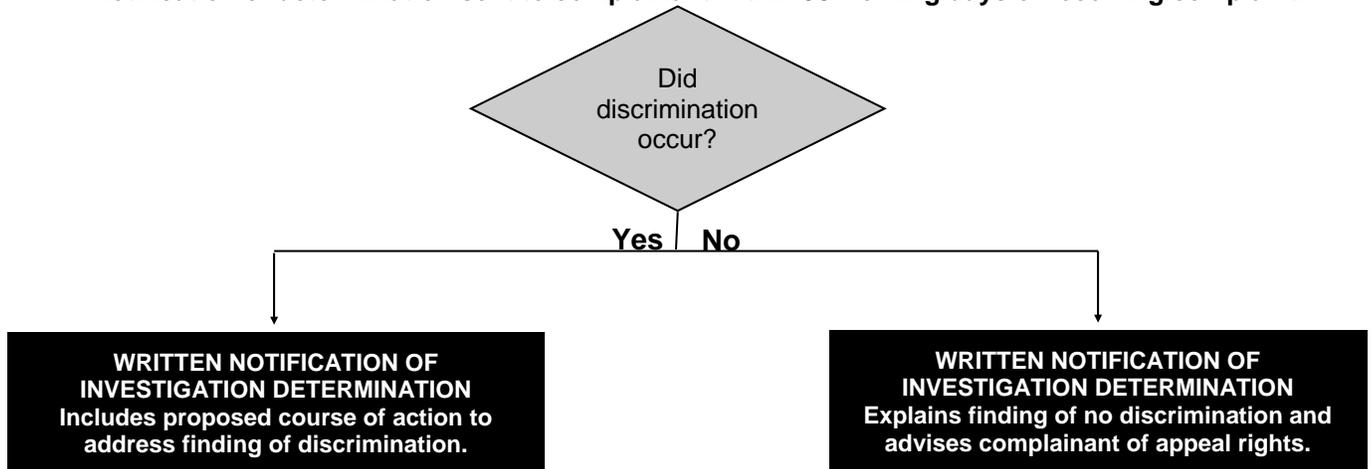


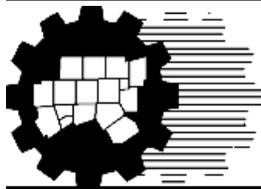
## INVESTIGATION / FACT FINDING

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.

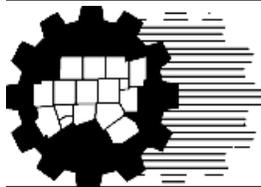
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar 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](mailto: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.

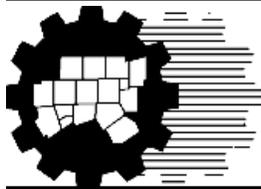
I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances are as I have described them. I also understand that if I will be assisted by an advisor, my signature below authorizes the named individual to receive copies of relevant correspondence 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 statutes and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

**Please Check one:**

- I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.
- I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

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Signature

---

Date

**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**

<b>PUBLIC PARTICIPATION COMPONENT</b>	<b>PUBLIC MEETING DATE</b>	<b>COMMENT PERIOD<sup>2</sup></b>	<b>ADDITIONAL COMMENTS</b>
Development of Transportation Improvement Program, including Air Quality Conformity <sup>1</sup>	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 <sup>3</sup>	30 days <sup>3</sup>	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	

<sup>1</sup>Sometimes 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.

<sup>2</sup>In the event that more than one public meeting is scheduled; the public comment period will begin following the first meeting.

<sup>3</sup>With 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 <sup>2</sup>	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**

<b>PUBLIC PARTICIPATION COMPONENT</b>	<b>PUBLIC MEETING DATE</b>	<b>COMMENT PERIOD<sup>2</sup></b>	<b>ADDITIONAL COMMENTS</b>
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](http://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](mailto: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](mailto:transinfo@nctcog.org)  
Web site: [www.nctcog.org](http://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)**

<b>REQUIREMENT</b>	<b>NCTCOG RESPONSE</b>
(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.

**THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS  
TRANSPORTATION PUBLIC PARTICIPATION PLAN  
(March 2010)**

**APPENDIX B**

**Participation by Interested Parties  
23 CFR 450.134 (a)**

<b>Interested Parties</b>
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"> <li>• Local and State Emergency Response agencies</li> </ul>
<ul style="list-style-type: none"> <li>• State and Local agencies responsible for growth and economic development</li> </ul>
<ul style="list-style-type: none"> <li>• Federal, State and Tribal wildlife, land management, and regulatory agencies</li> </ul>
<ul style="list-style-type: none"> <li>• Airport operators</li> </ul>

**THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS  
TRANSPORTATION PUBLIC PARTICIPATION PLAN  
(March 2010)**

**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 21<sup>st</sup> 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](http://www.nctcog.org/trans). This site includes a Public Involvement web page, [www.nctcog.org/trans/outreach/involve/index.asp](http://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.

**THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS  
TRANSPORTATION PUBLIC PARTICIPATION PLAN  
(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

**THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS  
TRANSPORTATION PUBLIC PARTICIPATION PLAN  
(March 2010)**

**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.

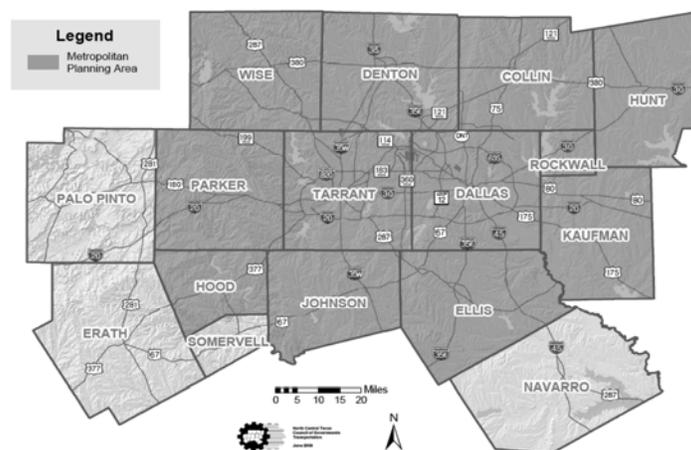
### **Identification of LEP populations and determination of how these individuals are served or likely to be served by NCTCOG Transportation Department Programs**

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 <a href="http://www.census.gov">www.census.gov</a>							
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 <sup>1</sup>	Percent lacking <i>basic literacy skills</i> <sup>2</sup>
<b>Texas</b>	<b>15,936,279</b>	<b>19%</b>
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%
<sup>1</sup> Estimated population size of persons 16 years and older in households in 2003.		
<sup>2</sup> 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.		
<b>SOURCE:</b> 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:

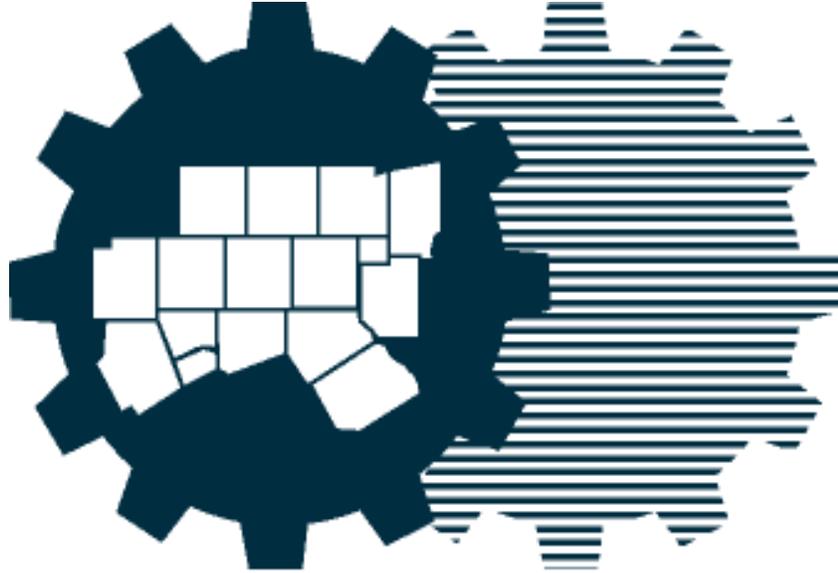
North Central Texas Council of Governments, Transportation Department  
P.O. Box 5888  
616 Six Flags Drive  
Arlington, TX 76005-5888  
**Phone:** (817) 695-9240  
**Fax:** (817) 640-3028  
**E-mail:** [transinfo@nctcog.org](mailto:transinfo@nctcog.org)  
**Web site:** [www.nctcog.org/trans](http://www.nctcog.org/trans)

## **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



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## 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.

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## **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.

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## 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.

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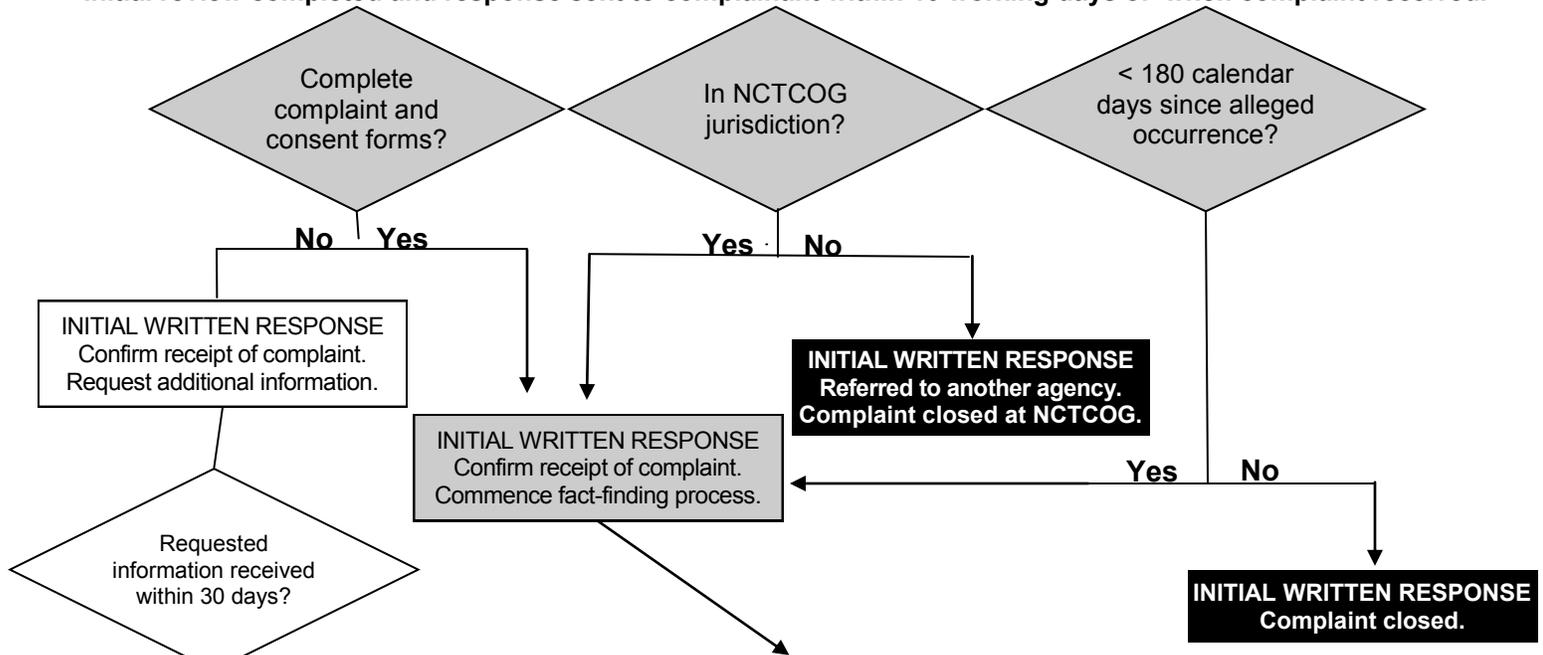
## RECEIPT OF COMPLAINT

A written discrimination complaint is received and entered into tracking database.

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## INITIAL REVIEW

Initial review completed and response sent to complainant within 10 working days of when complaint received.



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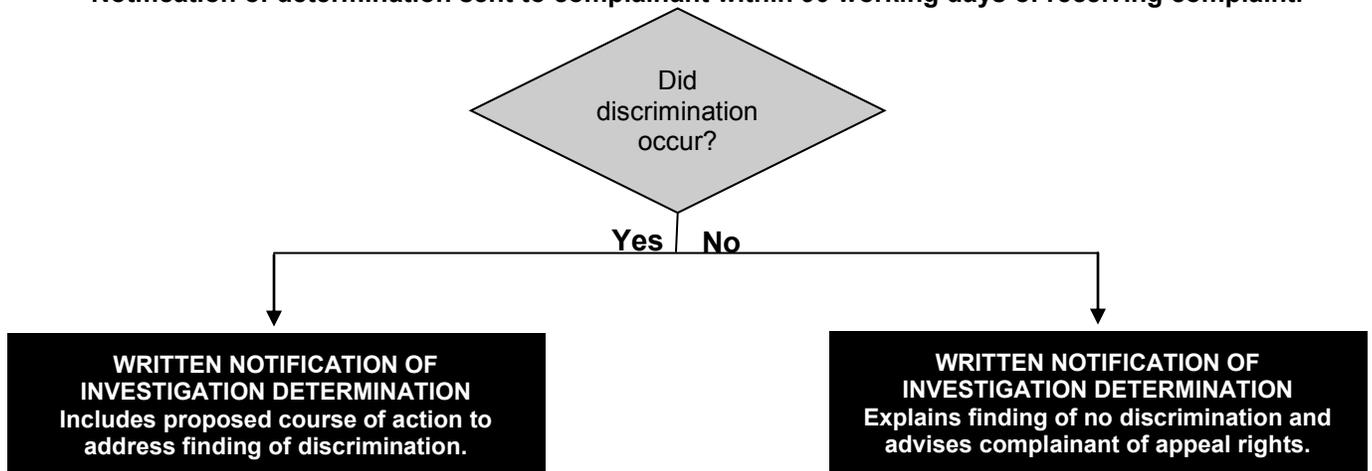
## INVESTIGATION / FACT FINDING

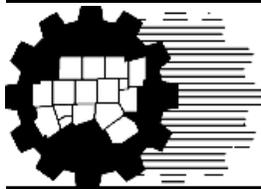
Completed within 60 working days of receiving complaint.  
Findings summarized and report submitted to head of Agency.

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## 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.

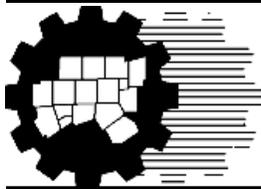
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar 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](mailto:titlevi@nctcog.org).



## North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on the first page of this form carefully before you begin.

### 1

\_\_\_\_\_  
First Name MI Last Name

\_\_\_\_\_  
Street Address City State Zip Code

\_\_\_\_\_  
Telephone Number e-mail Address

### 2 Who do you believe discriminated against you?

\_\_\_\_\_  
First Name MI Last Name

\_\_\_\_\_  
Name of Business/Organization Position/Title

\_\_\_\_\_  
Street Address City State Zip Code

\_\_\_\_\_  
Person's Relationship to You

### 3 When did the alleged act(s) of discrimination occur?

Please list all applicable dates in mm/dd/yyyy format.

\_\_\_\_\_  
Date(s):

Is the alleged discrimination ongoing?  Yes  No

### 4 Where did the alleged act(s) of discrimination occur? (Attach additional pages as necessary.)

\_\_\_\_\_  
Name of Location

### 5 Indicate the basis of your grievance of discrimination.

- |   |                                      |
|---|--------------------------------------|
| <input type="checkbox"/> Race:            | <input type="checkbox"/> Color:      |
| <input type="checkbox"/> National Origin: | <input type="checkbox"/> Sex:        |
| <input type="checkbox"/> Age:             | <input type="checkbox"/> Disability: |
| <input type="checkbox"/> Religion:        |                                      |

**6 Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.**

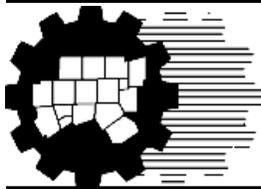
**Please explain how other persons or groups were treated differently by the person(s)/ agency who discriminated against you.**

**Please list and describe all documents, e-mails, or other records and materials pertaining to your complaint.**

**Please list and identify any witness(es) to the incidents or persons who have personal knowledge of information pertaining to your complaint.**

**Have you previously reported or otherwise complained about this incident or related acts of discrimination? If so, please identify the individual to whom you made the report, the date on which you made the report, and the resolution. Please provide any supporting documentation.**





## North Central Texas Council of Governments Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin.

---

First Name \_\_\_\_\_ MI \_\_\_\_\_ Last Name \_\_\_\_\_

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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 \_\_\_\_\_

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Date \_\_\_\_\_

DRAFT

Inventory of Proposition 1 Projects for Years 1-4

District	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	Proposed Calendar Year Funding				Comments	
								Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)		
Dallas	1013-01-026	Collin	FM 546	MPO Capacity/ TxDOT Connectivity	From SH 5 to East of Country Lane/Airport Road	Realign highway- construct 4 lane divided facility (Ultimate 6)	\$19,240,277	\$13,960,277		Sep-15	Mar-14	Yes		X*			\$5,280,000 RTR Funds Prop 1 to cover funding shortfall Funding from FY 2016 allocation not FY 2015. Project will likely be let in CY 2015	
Dallas	2679-02-008	Collin	FM 2514	MPO Capacity/ TxDOT Connectivity	From FM 2551 to west of FM 1378	Reconstruct 2 lane rural to 4 lane (Ultimate 6 Lane) urban divided	\$19,000,000	\$5,061,314		May-16	May-14	Yes		X			\$13,938,686 RTR funds Prop 1 for funding shortfall	
Dallas	0047-14-069	Collin	US 75	MPO Capacity/ TxDOT Connectivity	From north of Melissa Road to South of FM 455	Reconstruct and widen 4 lanes to 6 lanes and 2 lane frontage roads each direction	\$55,000,000	\$52,411,811		Dec-15	Jun-12	Yes		X			\$2,588,189 RTR Funds Prop 1 for funding shortfall Mobility Plan will be updated to advance northern part of project	
Dallas	0047-14-074	Collin	US 75	MPO Capacity/ TxDOT Connectivity	At FM 455 in Anna	Construct Interchange	\$30,000,000	\$24,000,000		Dec-15	Jun-12	Yes		X			\$6,000,000 RTR Funds Prop 1 for funding shortfall	
Dallas	Pending	Collin	SH 5	MPO Capacity/ TxDOT Connectivity	SH 5 Corridor in McKinney		Under Review	\$10,000,000				Under Review			X		Project under further review	
Total Collin County							\$123,240,277	\$105,433,402										CY 2015 Total \$0 CY 2016 Total \$95,433,402 CY 2017 Total \$10,000,000 CY 2018 Total \$0

District	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	Comments	
Dallas	1068-04-122	Dallas	IH 30	MPO Capacity/ TxDOT Connectivity	From Belt Line Road to MacArthur Blvd	Construct three lane frontage roads	\$13,410,471	\$13,410,471		Aug-15	✓	Yes	X					
Dallas	0442-02-157	Dallas	IH 35E	Maintenance	From IH 20 to SL 12	Full depth repair concrete pavement and overlay mainlanes	\$3,166,700	\$3,166,700		Aug-15	✓	Yes	X					
Dallas	0581-02-143	Dallas	SL 12	Maintenance	From Illinois Avenue to IH 35E	Full depth repair concrete pavement	\$1,469,240	\$1,469,240		Aug-15	✓	Yes	X					
Dallas	3000-01-023	Dallas	SS 408	Maintenance	From IH 20 to SL 12	Full depth repair concrete pavement, overlay and pavement markings	\$3,827,030	\$2,779,491		Aug-15	✓	Yes	X				Currently funded with \$1,047,539 Cat 1 Prop 1 for funding shortfall	
Dallas	0196-03-268	Dallas	IH 35E	MPO Capacity/ TxDOT Connectivity	Operational improvements to Lowest Stemmons	Operational improvements to Lowest Stemmons	\$141,000,000	\$141,000,000		Dec-16	Jun-16	Yes		X	X		Specific improvements under review	
Dallas	Pending	Dallas	SH 114	MPO Capacity/ TxDOT Connectivity	Texas Plaza Bridge; from Loop 12 to SP 482	Construct new location bridge and ramp modifications	\$22,000,000	\$22,000,000				Yes				X	Project under further review; Prop 1 eligible?	
Dallas	0092-01-919 0092-14-909	Dallas	SM Wright Phase 2B	MPO Capacity/ TxDOT Connectivity	IH 45 and SH 310 from Pennsylvania to Good Latimer	Reconstruct IH 45 and SM Wright Interchange	\$28,100,000	\$28,100,000		Aug-17	Nov-15	Yes				X		
Dallas	0196-03-263	Dallas	IH 35E		Manana Dr to Royal Ln	Construction of continuous northbound frontage roads from Manana to Royal and southbound frontage roads from Walnut Hill to Manana	\$9,300,000										Project under further review for Prop 1 eligibility	
Total Dallas County							\$222,273,441	\$211,925,902										CY 2015 Total \$20,825,902 CY 2016 Total \$85,500,000 CY 2017 Total \$77,500,000 CY 2018 Total \$28,100,000

Text in blue indicates a change to the projects since presented to STTC on January 23, 2015

Sorted by District, County, CY  
1 of 6

RTC Information  
February 12, 2015

### Inventory of Proposition 1 Projects for Years 1-4

District	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	Proposed Calendar Year Funding				Comments
								Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	
Dallas	0353-02-053 0081-03-048 0081-03-046	Denton	US 377	Maintenance	at SH 114 in Roanoke	Replace bridge and approaches	\$31,598,999	\$9,000,000		Dec-15	✓	Yes		X			\$2.8M of Bridge Funding and \$19,798,999 RTR Prop 1 for overruns
Dallas	2054-02-015	Denton	FM 2181	MPO Capacity/ TxDOT Connectivity	From Lillian Miller in Denton to West of FM 2499 (Barrel Strap Road)	Widen 2 lane rural roadway to 6 lanes divided urban	\$17,705,302	\$5,115,552		Mar-17	Jan-08	Yes			X		\$12,589,750 RTR Funds Prop 1 for funding shortfall
Dallas	0816-02-072	Denton	FM 455	MPO Capacity/ TxDOT Connectivity	From west of FM 2450 to east of Marion Rd	Widen two lane rural highway to four lane divided urban and add turn lanes at IH 35	\$29,512,546	\$29,512,546		Jun-18	Estimated Jun-17	Yes				X	
Dallas	0135-10-050	Denton	US 380	MPO Capacity/ TxDOT Connectivity	From US 377 to CR 26 (Collin Co line)	Widen 4 to 6 lane divided urban with intersection improvements at FM 423; add right turn lane	\$50,000,000	\$35,222,880		Mar-18	Mar-17	Yes				X	Currently funded with \$14,777,120 STP-MM  Current cost estimate is \$50M but may stage to reach lower dollar amount Prop 1 for overruns
Total Denton County							\$128,816,847	\$78,850,978									CY 2015 Total \$0 CY 2016 Total \$9,000,000 CY 2017 Total \$5,115,552 CY 2018 Total \$64,735,426

District	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	Comments	
Dallas	1050-01-017	Ellis	FM 85	Maintenance/ Energy Sector	From IH 45 to FM 1182	Add shoulders and rehabilitate roadway	\$10,253,000	\$10,253,000		Jul-15	✓	Yes	X					
Dallas	0048-08-049	Ellis	IH 35E	MPO Capacity/ TxDOT Connectivity	From 2 miles south of FM 566 (Hill Co Line) to US 77 south of Waxahachie	Widen 4 lane rural to 6 lanes	\$48,195,768	\$48,195,768		Aug-15	Estimated Jul-15	Yes	X				Prop 1 for funding shortfall	
Dallas	0048-04-079	Ellis	IH 35E	MPO Capacity/ TxDOT Connectivity	From US 77 north of Waxahachie to US 77 south of Waxahachie	Reconstruct and widen from 4 lanes to 6 lanes	\$138,003,608	\$16,813,832		Aug-15	✓	Yes	X				Prop 1 for funding shortfall Currently funded with \$120M Category 12 and \$6,724,776 Category 1	
Dallas	0048-03-055	Ellis	US 77	Maintenance	From South of FM 66 to North of McMillan Street	Reconstruct and convert to one-way couplet; construct southbound bridge of couplet on Monroe St	\$13,137,250	\$3,137,250		Jun-18	Estimated Dec-16	Yes				X	Prop 1 for funding shortfall Awarded \$10M Cat 6 Bridge Funds	
Dallas		Ellis	FM 664			FM 664 corridor improvements in north Ellis County											Project is currently under review for Prop 1 eligibility	
Total Ellis County							\$209,589,626	\$78,399,850										CY 2015 Total \$75,262,600 CY 2016 Total \$0 CY 2017 Total \$0 CY 2018 Total \$3,137,250

District	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	Comments	
Dallas	1217-03-019	Kaufman	FM 1388	Maintenance	From FM 148 to US 175	Provide additional pavement surface and overlay	\$8,502,714	\$8,502,714		Aug-15	✓	Yes	X					
Dallas	3190-01-010	Kaufman	FM 2860	Maintenance	From FM 1388 to US 175	Rehabilitate existing roadway and add 3 foot shoulders	\$5,713,855	\$5,713,855		Aug-15	✓	Yes	X					
Dallas	N/A	Kaufman Dallas	IH 20	MPO Capacity/ TxDOT Connectivity	Corridor Partnership		\$10,000,000	\$10,000,000			✓	Yes			X		Maintenance of FM 2578 from IH 20 to FM 987 is included in this partnership, but will be funded by TxDOT	
Dallas	Pending	Kaufman	US 175	MPO Capacity/ TxDOT Connectivity	From FM 148 to FM 4106	South frontage road	\$6,800,000	\$4,800,000			Pending	Under Review			X		Project under further review	
Dallas	Pending	Kaufman	US 80	MPO Capacity/ TxDOT Connectivity	From FM 460 to FM 740	Ramp relocations	\$2,500,000	\$2,000,000			Pending	Under Review				X	Project under further review	
Total Kaufman County							\$33,516,569	\$31,016,569										CY 2015 Total \$14,216,569 CY 2016 Total \$0 CY 2017 Total \$14,800,000 CY 2018 Total \$2,000,000

### Inventory of Proposition 1 Projects for Years 1-4

District	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	Proposed Calendar Year Funding				Comments		
								Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)			
Dallas	0166-01-049	Navarro	IH 45	MPO Capacity/ TxDOT Connectivity	From 0.4 miles south of FM 246 to 0.2 miles north of FM 1394	Widen freeway from 4 to 6 lanes	\$38,141,700		\$38,141,700	Jul-15	Jun-15	N/A	X					Widen to median	
Dallas	0162-11-001	Navarro	SH 31	MPO Capacity/ TxDOT Connectivity	From 3.2 miles west of FM 2555 to 3.7 miles east of IH 45	Construct new location relief route; ultimate 4 lane divided limited access facility with interchange at IH 45	\$71,115,100		\$17,915,729	Jul-15	Jun-15	N/A	X					Prop 1 for funding shortfall Currently funded with \$6,682,000 Prop 14 and \$41M TMF and \$5M Cat 12	
Dallas	0092-06-102	Navarro	IH 45	MPO Capacity/ TxDOT Connectivity and Maintenance	From 0.874 miles north of US 287 to Ellis County line	Installation of Wireless ITS	\$545,000		\$545,000	Jul-15	✓	N/A	X						
Dallas	0093-01-097	Navarro	IH 45	MPO Capacity/ TxDOT Connectivity and Maintenance	From 0.608 miles north of FM 1394 to 0.874 miles north of US 287	Installation of Wireless ITS	\$450,000		\$450,000	Jul-15	✓	N/A	X						
Dallas	0166-01-050	Navarro	IH 45	MPO Capacity/ TxDOT Connectivity and Maintenance	From Freestone County Line to 0.608 miles north of FM 1394	Installation of Wireless ITS	\$270,000		\$270,000	Jul-15	✓	N/A	X						
Total Navarro County							\$110,521,800		\$57,322,429					CY 2015 Total \$57,322,429	CY 2016 Total \$0	CY 2017 Total \$0	CY 2018 Total \$0		
Dallas	1015-01-023	Rockwall	FM 3549	MPO Capacity/ TxDOT Connectivity	From IH 30 to SH 66	Widen from 2 lane rural to 4 lane urban divided	\$7,601,798	\$5,801,798		Jan-17	Sep-15	Yes				X		Rockwall Co doing PE/Env and has funding for construction (\$1,800,000) Prop 1 for funding shortfall	
Dallas	1290-02-017 1290-03-027	Rockwall	SH 276	MPO Capacity/ TxDOT Connectivity	From SH 205 to east of FM 549	Reconstruct and widen 2 lane rural to 6 lane urban divided	\$19,874,000	\$17,616,000		Sep-17	Sep-15	Yes					X	Rockwall Co doing PE/Env and has funding for construction (\$2,258,000) Prop 1 for funding shortfall	
Total Rockwall County							\$27,475,798	\$23,417,798							CY 2015 Total \$0	CY 2016 Total \$0	CY 2017 Total \$5,801,798	CY 2018 Total \$17,616,000	
Fort Worth	0258-02-054 0250-04-047 0250-03-046	Erath	US 281	MPO Capacity/ TxDOT Connectivity and Energy Sector	From Palo Pinto County Line to SH 6	Upgrade to Super 2 design, ext culverts, SETs, overlay and pavement markings	\$19,137,263		\$19,137,263	Feb-15	Jan-15	N/A				X		The US 281 project in Jack, Palo Pinto, and Erath Counties (0249-06-922, 0249-07-922, 0249-08-922, 0250-02-049, 0258-02-054, 0250-04-047, 250-03-046) are planned to be bid and constructed under one contract; Grouped CSJ project (no TIP modification required)	
Total Erath County							\$19,137,263		\$19,137,263						CY 2015 Total \$0	CY 2016 Total \$0	CY 2017 Total \$19,137,263	CY 2018 Total \$0	
Fort Worth	0080-11-001	Hood	US 377	MPO Capacity/ TxDOT Connectivity	From 1.4 miles south of SH 171 to Johnson County Line	Construct 4 lanes on new location as alternate route in Cresson	\$28,000,000	\$28,000,000		Sep-16	Estimated Sep-16	Yes				X		Johnson County portion 0080-12-001; TIP modification required	
Total Hood County							\$28,000,000	\$28,000,000							CY 2015 Total \$0	CY 2016 Total \$0	CY 2017 Total \$28,000,000	CY 2018 Total \$0	

### Inventory of Proposition 1 Projects for Years 1-4

District	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	Proposed Calendar Year Funding				Comments
								Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	
Fort Worth	0249-06-922 0249-07-922 0249-08-922	Jack Palo Pinto	US 281	MPO Capacity/ TxDOT Connectivity	At Martin Rd to US 180 in Mineral Wells	Upgrade to Super 2 design, ext culverts, SETs, 2" overlay and pavement markings	\$9,477,000		\$9,477,000	May-17	Estimated Dec-16	N/A			X		The US 281 project in Jack, Palo Pinto, and Erath Counties (0249-06-922, 0249-07-922, 0249-08-922, 0250-02-049, 0258-02-054, 0250-04-047, 250-03-046) are planned to be bid and constructed under one contract; Grouped CSJ project (no TIP modification required)
Total Jack County							\$9,477,000		\$9,477,000				CY 2015 Total \$0	CY 2016 Total \$0	CY 2017 Total \$9,477,000	CY 2018 Total \$0	

District	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	Comments
Fort Worth	0014-03-088	Johnson	IH 35W	MPO Capacity/ TxDOT Connectivity and Safety	From Ricky Ln to US 67	Reconstruct interchange and convert frontage roads to one way	\$5,000,000	\$5,000,000		Jun-20	Estimated Jan-19	Yes				X	Grouped CSJ project (no TIP modification required)
Fort Worth	1181-02-033	Johnson	FM 917	MPO Capacity/ TxDOT Connectivity and Safety	From BNSF RR in Joshua to SH 174	Construct Railroad grade separation structure & realign road	\$10,000,000	\$10,000,000		Feb-18	Estimated Dec-17	Yes				X	May be a grouped project (no TIP modification required)
Total Johnson County							\$15,000,000	\$15,000,000					CY 2015 Total \$0	CY 2016 Total \$0	CY 2017 Total \$0	CY 2018 Total \$15,000,000	

District	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	Comments
Fort Worth	0250-02-049	Palo Pinto	US 281	Maintenance	From Erath County Line to IH 20	Widen pavement and add shoulders	\$5,570,401		\$5,570,401	Feb-15	✓	N/A			X		The US 281 project in Jack, Palo Pinto, and Erath Counties (0249-06-922, 0249-07-922, 0249-08-922, 0250-02-049, 0258-02-054, 0250-04-047, 250-03-046) are planned to be bid and constructed under one contract; Grouped CSJ project (no TIP modification required)
Total Palo Pinto County							\$5,570,401		\$5,570,401				CY 2015 Total \$0	CY 2016 Total \$0	CY 2017 Total \$5,570,401	CY 2018 Total \$0	

District	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	Comments
Fort Worth	0314-07-046 0314-07-052 0314-07-053	Parker	IH 20	MPO Capacity/ TxDOT Connectivity	at Centerpoint	Construct IH 20 frontage roads and ramps, convert south frontage road to one way operation  Reconstruct 2 lane bridge to 4 lane bridge, construct new westbound frontage road (Phase 1A); Eastern Loop  Reconstruct 2/3 lane eastbound frontage road and 2 new on/off ramps (Phase 2 of 3)	\$30,408,800	\$14,000,000		May-16	Estimated Apr-16	Yes			X		County can be ready by 2015, but would need to advance STP-MM funds from 2017 to 2016; may keep in CY 2017 in order to allow SH 360 at IH 30 to proceed in 2015-2016  Currently funded with \$4,000,000 local funds and \$11,020,000 STP-MM  Prop 1 for funding shortfall  TIP modification required on all CSJs
Fort Worth	0313-02-900	Parker	FM 51	Maintenance	at Walnut Creek	Bridge replacement and reconstruct roadway	\$10,000,000	\$10,000,000		Apr-16	Estimated Jun-16	Yes			X		Develop partnership with Parker County; no TIP modification required
Total Parker County							\$40,408,800	\$24,000,000					CY 2015 Total \$0	CY 2016 Total \$0	CY 2017 Total \$24,000,000	CY 2018 Total \$0	

### Inventory of Proposition 1 Projects for Years 1-4

District	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	Proposed Calendar Year Funding				Comments	
								Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)		
Fort Worth	0259-02-048	Somervell	US 67	Maintenance	From Paluxy River Bridge to Erath County line	Mill 2"-3", Seal & HMAC Overlay Maintenance	\$8,000,000		\$8,000,000	May-15	✓	N/A			X		Grouped CSJ project (no TIP modification required)	
Total Somervell County							\$8,000,000		\$8,000,000				CY 2015 Total \$0	CY 2016 Total \$0	CY 2017 Total \$8,000,000	CY 2018 Total \$0		
Fort Worth	1068-02-076 1068-02-104	Tarrant	SH 360	MPO Capacity/ TxDOT Connectivity	at IH 30	Construct direct connect Interchange at SH 360 & Traffic Management System	\$254,000,000	\$200,000,000		Oct-15	Estimated Aug-15	Yes			X		Anticipate partnership with RTC (\$25M CMAQ and \$29M Local Contribution) ≈\$70.9M temporarily borrowed from Dallas District TIP modification required	
Fort Worth		Tarrant	IH 30	MPO Capacity/ TxDOT Connectivity	From IH 35W to County Line	CAPMAIN	\$12,555,000	\$12,555,000		Aug-17		Pending				X	IH 30 at Chapel Creek Blvd bridge is being considered in CAPMAIN improvements. Project is currently under review for Prop 1 eligibility TIP modification required if adding MPO Capacity/TxDOT Connectivity funding	
Fort Worth	0718-02-045	Tarrant	FM 156	MPO Capacity/ TxDOT Connectivity	From US 81/287 to Watauga Rd (McElroy)	Widen to 4 lane divided	\$32,000,000	\$19,445,000		Aug-19	Estimated Oct-16	Yes					X	Currently funded with \$12,555,000 STP-MM Prop 1 for funding shortfall
Fort Worth	Pending	Tarrant	DFW Connector	Under Review	Under Review	Ramp/Collector distributor connections to Spur 97 Frontage Roads (DFW Connector Configuration 3)	\$42,000,000	Under Review		Under Review	Under Review	Under Review						Project is currently under review for Prop 1 eligibility. The DFW Connector has a tolled managed lane and therefore may not be eligible
Total Tarrant County							\$340,555,000	\$232,000,000					CY 2015 Total \$200,000,000	CY 2016 Total \$0	CY 2017 Total \$12,555,000	CY 2018 Total \$19,445,000		
Fort Worth	1310-03-026	Wise	FM 2264	Energy Sector and Maintenance	From US 287/81 to CR 4431	Provide additional paved surface width, proposed 2-12' lanes with 2' shoulders, including extending culverts w/safety ends	\$7,999,711	\$7,999,711		Feb-15	✓	Yes				X	Grouped CSJ project (no TIP modification required)	
Fort Worth	0312-04-031	Wise	FM 730	Maintenance	From 0.5 miles south of US 81 to 3.331 miles north of SH 114	Add shoulders for safety	\$14,114,400	\$14,114,400		Jan-20	✓	Yes				X	Grouped CSJ project (no TIP modification required) Significant ROW acquisition required; project ready to let may be delayed	
Total Wise County							\$22,114,111	\$22,114,111					CY 2015 Total \$0	CY 2016 Total \$0	CY 2017 Total \$7,999,711	CY 2018 Total \$14,114,400		

### Inventory of Proposition 1 Projects for Years 1-4

District	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Proposed Funding		Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	Proposed Calendar Year Funding				Comments
								Inside MPA Boundary	Outside MPA Boundary				2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	
Paris	0009-13-159	Hunt	IH 30	MPO Capacity/ TxDOT Connectivity	At FM 2642	Replace existing bridge facilities	\$18,000,000	\$10,000,000		May-16	Jan-16	Yes		X			TxDOT paying for PE in FY 2015 and Paris District to fund remaining \$8M
Paris		Hunt	FM 1570	MPO Capacity/ TxDOT Connectivity	From SH 66 to IH 30		\$8,000,000	\$8,000,000				Yes				X	
Total Hunt County							\$26,000,000	\$18,000,000					CY 2015 Total \$0	CY 2016 Total \$10,000,000	CY 2017 Total \$0	CY 2018 Total \$8,000,000	

Total for All Counties		
Project Cost	Inside MPA Boundary Prop 1	Outside MPA Boundary Prop 1
\$1,369,696,933	\$868,158,610	\$99,507,093
Total Proposed Proposition 1 Funding for Years 2015 through 2018		\$967,665,703

Total For All Counties			
CY 2015* (Year 1)	CY 2016 (Year 2)	CY 2017 (Year 3)	CY 2018 (Year 4)
\$367,627,500	\$199,933,402	\$227,956,725	\$172,148,076
Total Proposed Proposition 1 Funding for Years 2015 through 2018			\$967,665,703

Proposition 1 Projects for Calendar Year 2015

														Proposed Proposition 1 Funding		
District	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	FY 2015 Funding in CY 2015	FY 2016 Funding in CY 2015	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Consistent with Plan	Comments	
Dallas	1013-01-026	Collin	FM 546	MPO Capacity/ TxDOT Connectivity	From SH 5 to east of Country Lane/Airport Road	Realign highway- construct 4 lane divided facility (Ultimate 6 lanes)	\$19,240,277	\$13,960,277			\$13,960,277	Sep-15	Mar-14	Yes	\$5,280,000 RTR Funds Prop 1 to cover funding shortfall	
Total Collin County							\$19,240,277	\$13,960,277								

District	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	FY 2015 Funding in CY 2015	FY 2016 Funding in CY 2015	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Consistent with Plan	Comments	
Dallas	1068-04-122	Dallas	IH 30	MPO Capacity/ TxDOT Connectivity	From Belt Line Road to MacArthur Blvd	Construct three lane frontage roads	\$13,410,471	\$13,410,471		\$13,410,471		Aug-15	✓	Yes		
Dallas	0442-02-157	Dallas	IH 35E	Maintenance	From IH 20 to SL 12	Full depth repair concrete pavement and overlay mainlanes	\$3,166,700	\$3,166,700		\$3,166,700		Aug-15	✓	Yes		
Dallas	0581-02-143	Dallas	SL 12	Maintenance	From Illinois Avenue to IH 35E	Full depth repair concrete pavement	\$1,469,240	\$1,469,240		\$1,469,240		Aug-15	✓	Yes		
Dallas	3000-01-023	Dallas	SS 408	Maintenance	From IH 20 to SL 12	Full depth repair concrete pavement, overlay and pavement markings	\$3,827,030	\$2,779,491		\$2,779,491		Aug-15	✓	Yes	Currently funded with \$1,047,539 Category 1 Prop 1 for funding shortfall	
Total Dallas County							\$21,873,441	\$20,825,902								

District	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	FY 2015 Funding in CY 2015	FY 2016 Funding in CY 2015	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Consistent with Plan	Comments	
Dallas	1050-01-017	Ellis	FM 85	Maintenance/ Energy Sector	From IH 45 to FM 1182	Add shoulders and rehabilitate roadway	\$10,253,000	\$10,253,000		\$10,253,000		Jul-15	✓	Yes		
Dallas	0048-08-049	Ellis	IH 35E	MPO Capacity/ TxDOT Connectivity	From 2 miles south of FM 566 (Hill Co Line) to US 77 south of Waxahachie	Widen 4 lane rural to 6 lanes	\$48,195,768	\$48,195,768		\$48,195,768		Aug-15	Estimated Jul-2015	Yes		
Dallas	0048-04-079	Ellis	IH 35E	MPO Capacity/ TxDOT Connectivity	From US 77 north of Waxahachie to US 77 south of Waxahachie	Reconstruct and widen from 4 lanes to 6 lanes	\$138,003,608	\$16,813,832		\$16,813,832		Aug-15	✓	Yes	Currently funded with \$120M Category 12 and \$6,724,776 Category 1 Prop 1 for funding shortfall	
Total Ellis County							\$196,452,376	\$75,262,600								

\* May apply to other projects as well.  
 \*\* Funding from FY 2016 allocation not FY 2015, Project will likely be let in CY 2015.

Proposition 1 Projects for Calendar Year 2015

														Proposed Proposition 1 Funding		
District	CSJ	County	Name/Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	FY 2015 Funding in CY 2015	FY 2016 Funding in CY 2015	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Consistent with Plan	Comments	
Dallas	1217-03-019	Kaufman	FM 1388	Maintenance	From FM 148 to US 175	Provide additional pavement surface and overlay	\$8,502,714	\$8,502,714		\$8,502,714		Aug-15	✓	Yes		
Dallas	3190-01-010	Kaufman	FM 2860	Maintenance	From FM 1388 to US 175	Rehabilitate existing roadway and add 3 foot shoulders	\$5,713,855	\$5,713,855		\$5,713,855		Aug-15	✓	Yes		
Total Kaufman County							\$14,216,569	\$14,216,569								

District	CSJ	County	Name/Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	FY 2015 Funding in CY 2015	FY 2016 Funding in CY 2015	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Consistent with Plan	Comments
Dallas	0162-11-001	Navarro	SH 31	MPO Capacity/TxDOT Connectivity	from 3.2 miles west of FM 2555 to 3.7 miles east of IH 45	Construct new location relief route; ultimate 4 lane divided limited access facility with interchange at IH 45	\$71,115,100		\$17,915,729	\$17,915,729		Jul-15	Jun-15	N/A	Prop 1 for funding shortfall Currently funded with \$6,682,000 Prop 14 and \$41M TMF and \$5M Category 12
Dallas	0166-01-049	Navarro	IH 45	MPO Capacity/TxDOT Connectivity	From 0.4 miles south of FM 246 to 0.2 miles north of FM 1394	Widen freeway from 4 to 6 lanes	\$38,141,700		\$38,141,700	\$38,141,700		Jul-15	Jun-15	N/A	Widen to median
Dallas	0093-01-097	Navarro	IH 45	MPO Capacity/TxDOT Connectivity and Maintenance	From 0.608 MI north of FM 1394 to 0.874 north of US 287	Installation of Wireless ITS	\$450,000		\$450,000	\$450,000		Jul-15	✓	N/A	
Dallas	0092-06-102	Navarro	IH 45	MPO Capacity/TxDOT Connectivity and Maintenance	From 0.874 miles north of US 287 to Ellis County line	Installation of Wireless ITS	\$545,000		\$545,000	\$545,000		Jul-15	✓	N/A	
Dallas	0166-01-050	Navarro	IH 45	MPO Capacity/TxDOT Connectivity and Maintenance	From Freestone County Line to 0.608 miles north of FM 1394	Installation of Wireless ITS	\$270,000		\$270,000	\$270,000		Jul-15	✓	N/A	
Total Navarro County							\$110,521,800		\$57,322,429						

District	CSJ	County	Name/Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	FY 2015 Funding in CY 2015	FY 2016 Funding in CY 2015	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Consistent with Plan	Comments
Fort Worth	1068-02-076 1068-02-104	Tarrant	SH 360	MPO Capacity/TxDOT Connectivity	at IH 30	Construct direct connect interchange at SH 360 & Traffic Management System	\$254,000,000	\$200,000,000		\$200,000,000		Oct-15	Estimated Aug-15	Yes	Anticipate partnership with RTC (\$25M CMAQ and \$29M Local Contribution) -\$70.9M temporarily borrowed from Dallas District
Total Tarrant County							\$254,000,000	\$200,000,000							

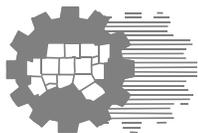
Total for all Counties		
Project Cost	Inside MPA Boundary Prop 1	Outside MPA Boundary Prop 1
\$616,304,463	\$310,305,071	\$57,322,429
Total CY 2015 (Year 1) Proposition 1 Funding		\$367,627,500

\* May apply to other projects as well.  
 \*\* Funding from FY 2016 allocation not FY 2015, Project will likely be let in CY 2015.



# PROPOSITION 1 FUNDING PROGRAM

Regional Transportation Council  
February 12, 2015



North Central Texas Council of Governments  
Transportation Department

# OVERVIEW

Proposition 1 will provide \$1.74 billion to the State Highway Fund from the Rainy Day Fund in the first year

The DFW region anticipates receiving  $\approx$ \$367.6 M in year one

Allocations in future years will be dependent on oil prices and legislative support



# PROPOSITION 1 – SIX GUIDING PRINCIPLES

1. Use formula allocation
2. Bottom-up approach to project development
3. Metropolitan Planning Organizations (MPOs) have broad-based, collaborative public involvement procedures that involve TxDOT
4. Project selection should come from the regions
5. Legislature should give greater flexibility to TxDOT to get projects ready
6. Greater focus on transportation system versus projects, creating opportunities for statewide benefits





# STATEWIDE PROGRAM RULES

Projects must be on the Interstate Highway System or the State Highway System

Traditional roadway projects are eligible (transit, bicycle/pedestrian, and toll roads are ineligible)

By December 2015, projects should be ready to let for the first round of funding

No supplanting of project funds



# PROJECT SELECTION FOCUS AREAS STAFF RECOMMENDATION

Projects selected in the first year must be environmentally cleared

Projects must be consistent with the Mobility Plan

Sensitivity to existing projects with funding shortfalls

Greater focus on capacity rather than maintenance

Additional projects to be identified in years two, three, and four

# EQUITY PRINCIPLES

Equity by county

Review/maintain regional east-west equity

Ensure equitable distribution between counties across the four-year period





# COORDINATION WITH TxDOT

TxDOT and NCTCOG staffs have inventoried potential projects over the last several months in anticipation of a successful election

Coordination efforts led to development of a draft project list

Congestion is a focus for the DFW MPO; connectivity is a focus for the TxDOT Districts

Lead the State in development of statewide connectivity projects (e.g., IH 20 East, IH 35E South, IH 30 West)



# COORDINATION WITH NEIGHBORS

Lead the State in coordination with neighboring MPOs and TxDOT Districts

Facilitate opportunities to fund projects that enhance statewide connectivity and regional corridors

Coordination meetings have been held with:

Waco MPO

Wichita Falls MPO

Sherman-Denison MPO



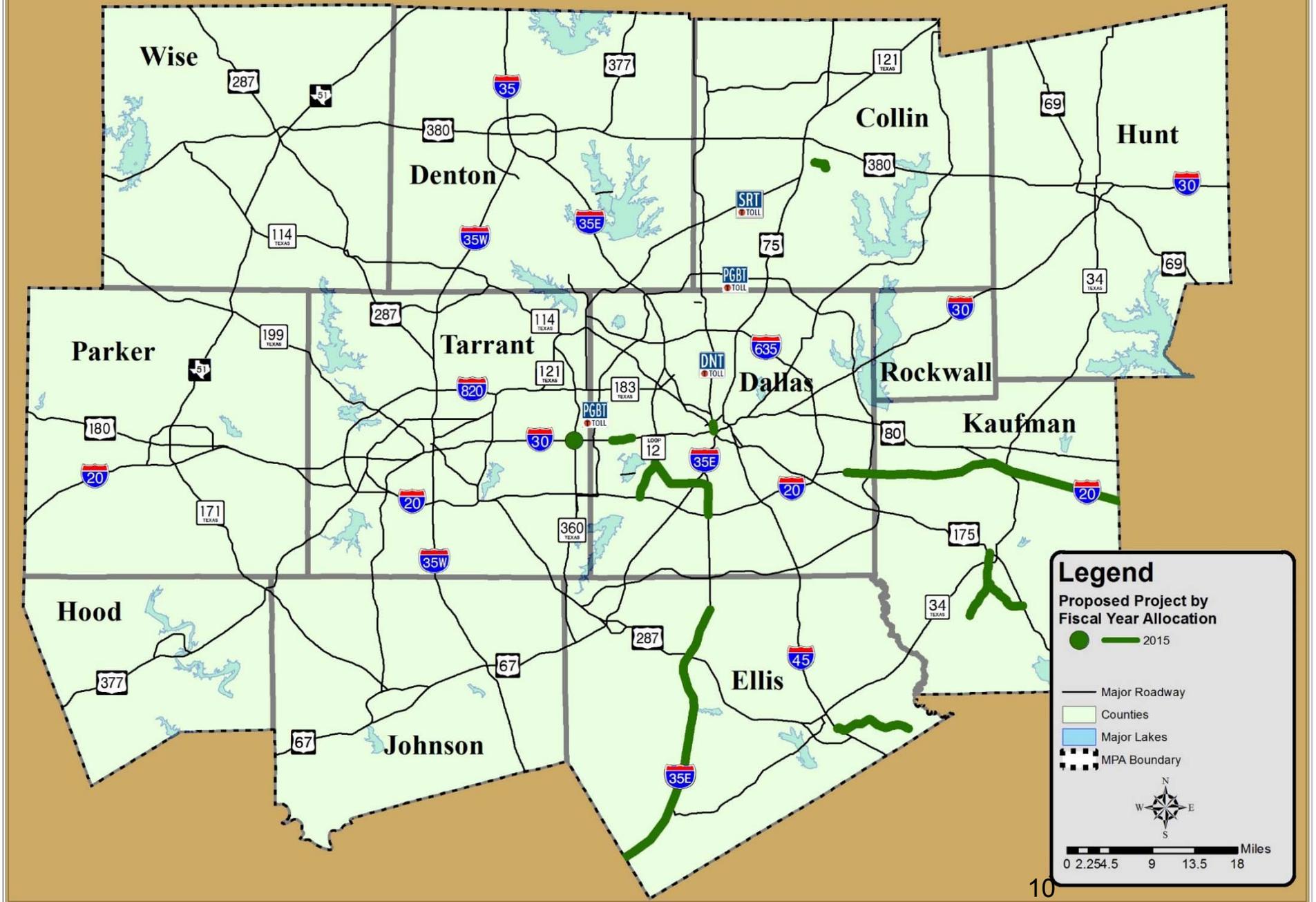
# YEARS TWO THROUGH FOUR REVENUE

Year two revenue is anticipated to be announced by TxDOT in June 2015

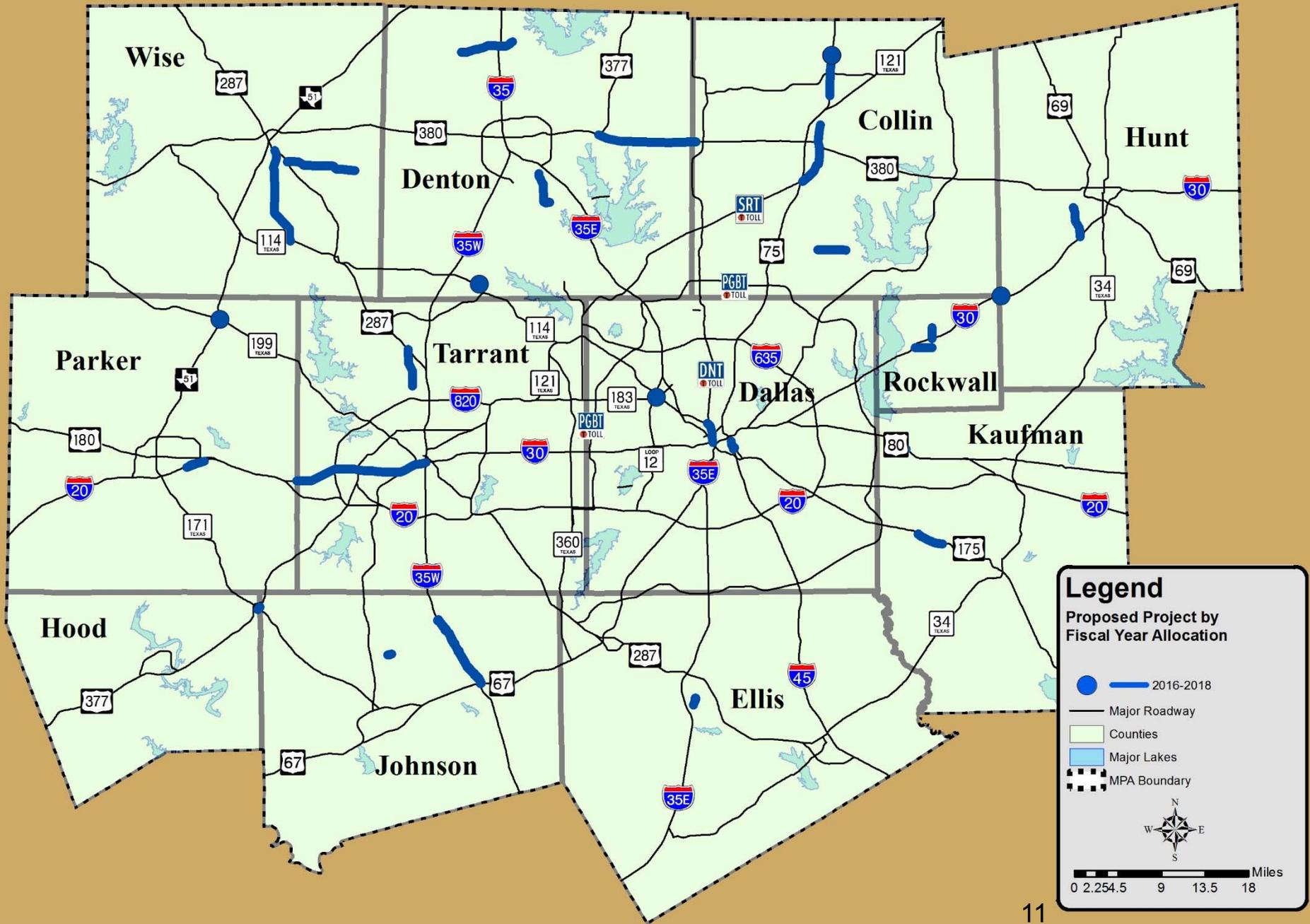
For now, SH 360 at IH 30 Interchange will “borrow” eastern subregion funds to let in 2015. Since FY 2016 funds will be available in 2015, the loan will likely be repaid before funds are ever spent

Funding Estimates For Future Years \$ in Millions			
	FY 2016	FY 2017	FY 2018
<b>NCTCOG</b>	≈209.5	≈209.5	≈209.5
<b>State Comptroller</b>	≈257.3	≈257.3	N/A

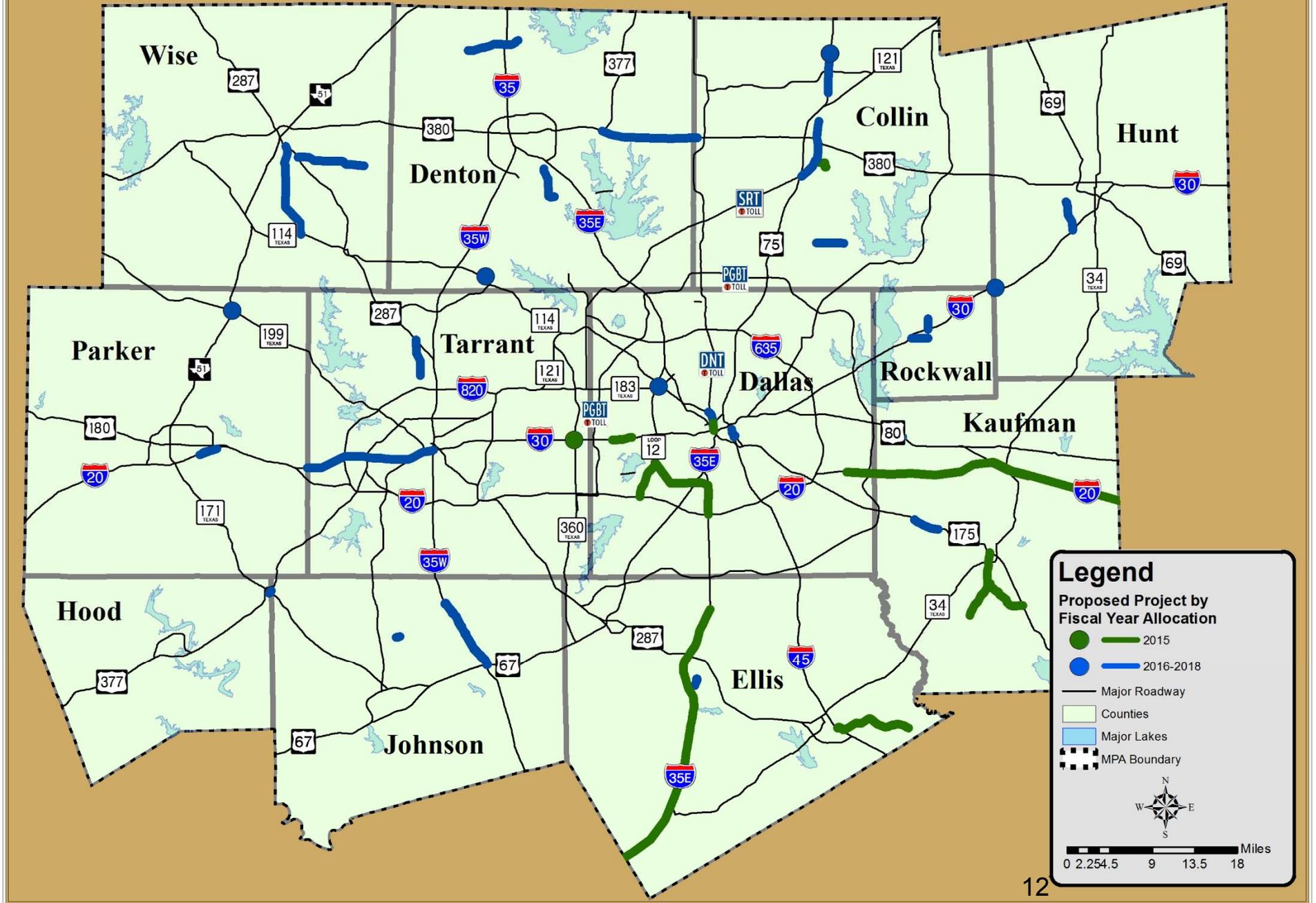
# Proposed Projects to Receive Proposition 1 Funding (2015)



# Proposed Projects to Receive Proposition 1 Funding (2016-2018)



# Proposed Projects to Receive Proposition 1 Funding (Four Years)





**DRAFT**

# PROPOSED PROPOSITION 1 2015 TOTALS AND PERCENTAGES BY SUBREGION

	Proposed Funds (\$ in Millions)	Overall
<b>Eastern Subregion</b> (Including Paris District/Hunt County and Navarro County)	\$167.60	45.6%
<b>Western Subregion</b> (Including Erath, Jack, Palo Pinto, and Somervell Counties)	\$ 200.00	54.4%*
<b>Total</b>	\$ 367.60	100.0%

\*Includes temporary loan amount of \$70,965,000 from Eastern Subregion to Western Subregion



# TIMELINE

- |               |   |
|---------------|---|
| November 2014 | Voter approval<br>RTC information   |
| December 2014 | TTC approved funding distribution<br>STTC information   |
| January 2015  | RTC information<br>STTC action for public review  |
| February 2015 | Public meetings<br>RTC action for approval; contingent on public comments<br>Deadline to submit projects to TxDOT<br>TTC action |



# ACTION NEEDED

Approve the Proposition 1 funded projects for Year One (CY 2015), Reference Item 5.2

Administratively amend appropriate administrative/planning documents (e.g., 2015-2018 TIP/STIP)

Continue to refine year two through year four with year two revenues expected in June 2015.



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

January 26, 2015

The Honorable Cindy Burkett  
Texas House of Representatives  
The Office of Representative Cindy Burkett, E2.322  
P.O. Box 2910  
Austin, TX 78768

Dear Representative Burkett:

The Regional Transportation Council (RTC) is the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area; a membership roster is enclosed. On behalf of the RTC, I would like to extend our thanks for your leadership and dedication to serving in the Texas Legislature.

The RTC recently adopted its Legislative Program for the 84<sup>th</sup> Texas Legislature. The enclosed RTC legislative package includes support for the following:

- Identifying Additional Transportation Revenue
- Retaining limited Public-Private Partnership Authority for Specific Projects
- Fully Funding the Low Income Repair and Replacement Assistance Program (LIRAP)
- High-Speed Rail

As you progress through the legislative session and consider legislation related to transportation and air quality, the RTC requests that you consider this package and the benefits to the DFW region. RTC members would be happy to meet with you to discuss these and other transportation issues. Please find enclosed the RTC Legislative Program for the 84<sup>th</sup> Texas Legislature and the RTC Resolution endorsing the legislative program (R14-07).

Once again, thank you for your service to the State of Texas. If you have any questions, please feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments (NCTCOG) at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Cantrell". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mike Cantrell, Chair  
Regional Transportation Council  
Commissioner, Dallas County

RH:ch  
Enclosures

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

**RESOLUTION ENDORSING THE REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE PROGRAM FOR THE 84TH TEXAS LEGISLATURE – LEGISLATION TO ACTIVELY PURSUE (R14-07)**

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, federal law, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act, assigns the Metropolitan Planning Organization the responsibility for carrying out the metropolitan transportation planning process, in cooperation with the state and operators of publicly owned transit services; and,

**WHEREAS**, the current metropolitan transportation plan, Mobility 2035 – 2013 Update, contains \$98.7 billion of projects, programs, and policies that aggressively target traffic congestion, provide for multimodal travel options, improved air quality, and increased quality of life in a cost effective manner; and,

**WHEREAS**, a significant transportation funding crisis exists due to factors such as revenue sources that have not kept up with inflation, increases in construction costs, diversion of State transportation funds, an aging transportation system, and future uncertainty for the federal Highway Trust Fund; and,

**WHEREAS**, the 84<sup>th</sup> Texas Legislature convenes on January 13, 2015, and transportation issues are expected to be a focus during the upcoming legislative session.

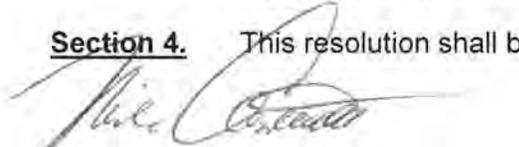
**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

**Section 1.** The Regional Transportation Council approves the Legislative Program for the 84<sup>th</sup> Texas Legislature – Legislation to Actively Pursue, as detailed in Attachment 1.

**Section 2.** This resolution will be transmitted to the North Central Texas legislative delegation.

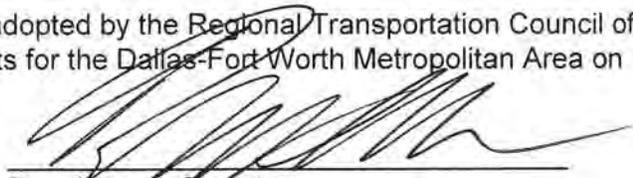
**Section 3.** The NCTCOG Director of Transportation is authorized to communicate these positions on behalf of the Regional Transportation Council.

**Section 4.** This resolution shall be in effect immediately upon its adoption.



Mike Cantrell, Chair  
Regional Transportation Council  
Commissioner, Dallas County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on November 13, 2014.



Ron Jensen, Secretary  
Regional Transportation Council  
Mayor, City of Grand Prairie



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

## Regional Transportation Council Legislative Program 84th Texas Legislature

### Legislation To Actively Pursue

**1. Identify additional transportation revenue** to enhance statewide and regional ability to maintain and improve the multimodal transportation system. Provide metropolitan areas with flexible solutions to solve problems and ensure that areas contributing to transportation solutions will not be penalized with a loss of traditional transportation funding. Ensure a fair allocation of all funding categories across the State by either a direct formula or through partnerships with Districts/Commission. End diversions of transportation revenue to non-transportation purposes. Redirect a portion of the motor vehicle sales tax to fund transportation.

**2. Retain limited authority for TxDOT to enter into public-private partnerships on specific projects.**

- IH 635 East Project
- Any CDA project previously approved by the Texas Legislature needing an extension

**CDA Projects Approved in 2013 - 83rd Texas Legislature**

SH 183/Loop 12/SH 114  
North Tarrant Express  
IH 35E/US 67  
Loop 9

**CDA Projects Approved in 2011 - 82nd Texas Legislature**

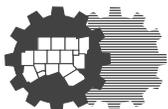
IH 35E Managed Lanes from IH 635 to US 380  
North Tarrant Express  
SH 183 Managed Lanes from SH 161 to IH 35E

**3. Support the Low Income Repair and Replacement Assistance Program (LIRAP), also known as the AirCheck Texas Drive a Clean Machine Program, and Local Initiative Projects (LIP) through the following principles:**

- Appropriate all unspent and future revenue generated by LIRAP through the existing collection point
- Expand the eligibility of projects funded by LIP to include more transportation system improvements including:
  - Emissions enforcement programs, Low-Cost Intersection Improvements, Intelligent Transportation Systems, Bottleneck Improvements, Traffic Signal Progression, Freeway Incident Management Strategies, Alternative Fuel Vehicles/Infrastructure and Idle-Reduction Measures
- Allow county oversight of LIP project selection and fund distribution
  - Reserve a minimum threshold of 40 percent of funds for LIRAP
  - Allow counties the ability to exchange funds with other counties in the region to meet a regional minimum LIRAP threshold of 40 percent

**4. High-Speed Rail**

Provide the ability for high-speed rail to be developed consistent with the Metropolitan Transportation Plan, by TxDOT or through another mechanism approved by the RTC.



## Regional Transportation Council 2014-2015

**Mike Cantrell, Chair**

Commissioner, Dallas County

**Mark Riley, Vice Chair**

County Judge, Parker County

**Ron Jensen, Secretary**

Mayor, City of Grand Prairie

**Douglas Athas**

Mayor, City of Garland

**Brian Barth, P.E.**

District Engineer  
TxDOT, Fort Worth District

**Ron Brown**

Commissioner, Ellis County

**Sheri Capehart**

Councilmember, City of Arlington

**Rudy Durham**

Councilmember, City of Lewisville

**Andy Eads**

Commissioner, Denton County

**Charles Emery**

Board Chair, Denton County  
Transportation Authority

**Mark Enoch**

Board Member, Dallas Area  
Rapid Transit

**Gary Fickes**

Commissioner, Tarrant County

**Rob Franke, P.E.**

Mayor, City of Cedar Hill

**Sandy Greyson**

Councilmember, City of Dallas

**Mojoy Haddad**

Board Member  
North Texas Tollway Authority

**Bill Hale, P.E.**

Dir. of Eng. Operations for Metro  
Districts, Interim District Engineer,  
TxDOT, Dallas District

**Roger Harmon**

County Judge, Johnson County

**Vonciel Jones Hill**

Councilmember, City of Dallas

**Clay Lewis Jenkins**

County Judge, Dallas County

**Jungus Jordan**

Councilmember, City of Fort Worth

**Sheffie Kadane**

Councilmember, City of Dallas

**Geralyn Kever**

Councilmember, City of McKinney

**Lee Kleinman**

Councilmember  
City of Dallas

**Stephen Lindsey**

Councilmember, City of Mansfield

**Laura Maczka**

Mayor, City of Richardson

**David Magness**

Commissioner, Rockwall County

**Scott Mahaffey**

Board Chair, Fort Worth  
Transportation Authority

**Matthew Marchant**

Mayor, City of Carrollton

**Maher Maso**

Mayor, City of Frisco

**John Monaco**

Mayor, City of Mesquite

**Kevin Roden**

Councilmember, City of Denton

**Amir Rupani**

Citizen Representative,  
City of Dallas

**Danny Scarth**

Councilmember, City of Fort Worth

**Lissa Smith**

Mayor Pro Tem, City of Plano

**Mike Taylor**

Mayor Pro Tem, City of Colleyville

**Stephen Terrell**

Mayor, City of Allen

**T. Oscar Trevino, Jr., P.E.**

Mayor, City of North Richland Hills

**William Velasco, II**

Citizen Representative  
City of Dallas

**Oscar Ward**

Councilmember, City of Irving

**Bernice J. Washington**

Board Member  
Dallas/Fort Worth International  
Airport

**Duncan Webb**

Commissioner, Collin County

**B. Glen Whitley**

County Judge, Tarrant County

**Kathryn Wilemon**

Mayor Pro Tem, City of Arlington

**W. B. "Zim" Zimmerman**

Mayor Pro Tem, City of Fort Worth

**Michael Morris, P.E.**

Director of Transportation,  
NCTCOG



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

January 8, 2015

The Honorable Ted Houghton  
Chair  
Texas Transportation  
Commission  
125 E. 11<sup>th</sup> Street  
Austin, TX 78701

The Honorable Jeff Austin III  
Commissioner  
Texas Transportation  
Commission  
125 E. 11<sup>th</sup> Street  
Austin, TX 78701

The Honorable Jeff Moseley  
Commissioner  
Texas Transportation  
Commission  
125 E. 11<sup>th</sup> Street  
Austin, TX 78701

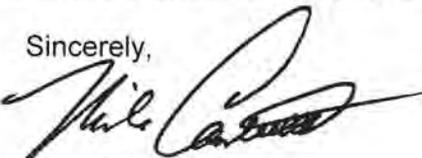
The Honorable Fred Underwood  
Commissioner  
Texas Transportation  
Commission  
125 E. 11<sup>th</sup> Street  
Austin, TX 78701

The Honorable Victor Vandergriff  
Commissioner  
Texas Transportation  
Commission  
125 E. 11<sup>th</sup> Street  
Austin, TX 78701

Dear Chairman Houghton and Commissioners Austin, Moseley, Underwood, and Vandergriff:

On November 13, 2014, the Regional Transportation Council (RTC) approved a joint resolution with the North Texas Tollway Authority (NTTA) that was also approved by the NTTA Board on December 17, 2014. The Joint Resolution of the North Texas Tollway Authority and the Regional Transportation Council Pertaining to the Delivery of Certain Projects provides NTTA and RTC support for necessary legislative changes to grant Texas Department of Transportation Comprehensive Development Agreement authority for the IH 635 Phase 3 Project from US 75 to IH 30, as well as existing projects in Texas Transportation Code Chapter 223, Subchapter E. A copy of the joint resolution is enclosed.

If you have any questions or comments, please feel free to contact Michael Morris, Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241.

Sincerely,  


Mike Cantrell  
Chair, Regional Transportation Council  
Commissioner, Dallas County

al  
Enclosure

cc: Lt. General Joe Weber, USMC (Ret), Executive Director, TxDOT  
Mr. Brian Barth, P.E. District Engineer, TxDOT Fort Worth District  
Mr. Kelly Selman, P.E., District Engineer, TxDOT Dallas District  
Mr. Gerry Carrigan, P.E., Executive Director, NTTA  
Ms. Elizabeth Mow, P.E., Assistant Executive Director of Infrastructure, NTTA

**RTC Resolution No. R14-08  
NTTA Resolution No. 14-136**

**JOINT RESOLUTION OF THE NORTH TEXAS TOLLWAY AUTHORITY AND THE REGIONAL  
TRANSPORTATION COUNCIL PERTAINING TO THE DELIVERY OF CERTAIN PROJECTS**

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area by the Governor of the State of Texas in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with NCTCOG and has been and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, the North Texas Tollway Authority (NTTA) is a regional tollway authority governed by Chapter 366 of the Texas Transportation Code (Transportation Code) and has been and continues to be the primary toll road provider and operator for the North Central Texas region; and,

**WHEREAS**, Chapter 373 of the Transportation Code gives NTTA primacy to develop toll projects in the region and provides that if NTTA does not exercise primacy over a toll project, the Texas Department of Transportation (TxDOT) may opt to develop the toll project in compliance with the provisions of Chapter 373 via project delivery methods that may include a comprehensive development agreement (CDA); and,

**WHEREAS**, under Chapter 366 of the Transportation Code, NTTA has general authority to deliver projects by CDAs; and,

**WHEREAS**, under Chapter 366 of the Transportation Code, NTTA provides tolling services for toll projects in the region; and,

**WHEREAS**, Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment, identifies the need for improvements to IH 635 from US 75 to IH 30 (IH635 Phase 3) as an important component in addressing the region's mobility needs.

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

**Section 1.** NTTA and RTC support necessary legislative changes to grant TxDOT CDA authority for the IH 635 Phase 3 Project from US 75 to IH 30 to the extent necessary to address the region's mobility needs.

**Section 2.** NTTA and RTC support necessary legislative changes to extend TxDOT's CDA authority for existing projects identified in Texas Transportation Code Chapter 223, Subchapter E, to the extent necessary to address the region's mobility needs.

**Section 3.** With respect to any of the projects referenced in this joint resolution, this joint resolution does not constitute (a) NTTA's notice to TxDOT pursuant to Section 373.051 of the Transportation Code, (b) the exercise or waiver of any of NTTA's rights under Chapter 373 of the Transportation Code to the extent not already waived by the NTTA Board resolution, or (c) NTTA's final commitment under Subsection 43(f) of the NTTA's Bylaws or otherwise to construct any project.

**Section 4.** This joint resolution is not a waiver or release of NTTA's rights and obligations under Section 366.038 of the Transportation Code to provide tolling services for any of the projects identified in this resolution.

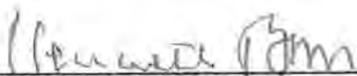
**Section 5.** NTTA and RTC (a) support NTTA's existing rights and powers under Chapters 366 or 373 of the Transportation Code or other applicable law to deliver mobility projects for the region, and (b) support legislative changes that will reasonably enhance NTTA's toll collection efforts and its ability to study, design, finance, construct, and operate such projects.

**Section 6.** This joint resolution should not be construed as an indication that the RTC, NTTA, or the region endorses the delivery of these projects (a) through the exercise of CDA authority as opposed to other means of project delivery or (b) by any particular entity pursuant to the legislative authority proposed above, in distinction to any other entity, which will be determined pursuant to Chapter 373 of the Transportation Code.

**Section 7.** This joint resolution shall be effective upon adoption by both the Regional Transportation Council and North Texas Tollway Authority.

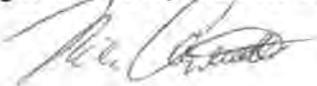
**Section 8.** When it becomes effective, this joint resolution shall be transmitted to the Texas Transportation Commission.

**North Texas Tollway Authority**

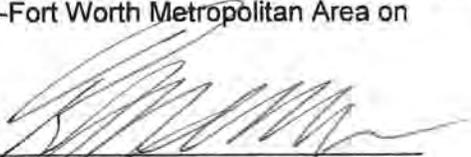
  
Kenneth Barr, Chair

  
Lorelei Griffith, Secretary

**Regional Transportation Council**

  
Mike Cantrell, Chair  
Regional Transportation Council  
Commissioner, Dallas County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on November 13, 2014.

  
Ron Jensen, Secretary  
Regional Transportation Council  
Mayor, City of Grand Prairie

# Forecast 2040 Update

Presented to

**Regional Transportation Council**

**February 12, 2015**

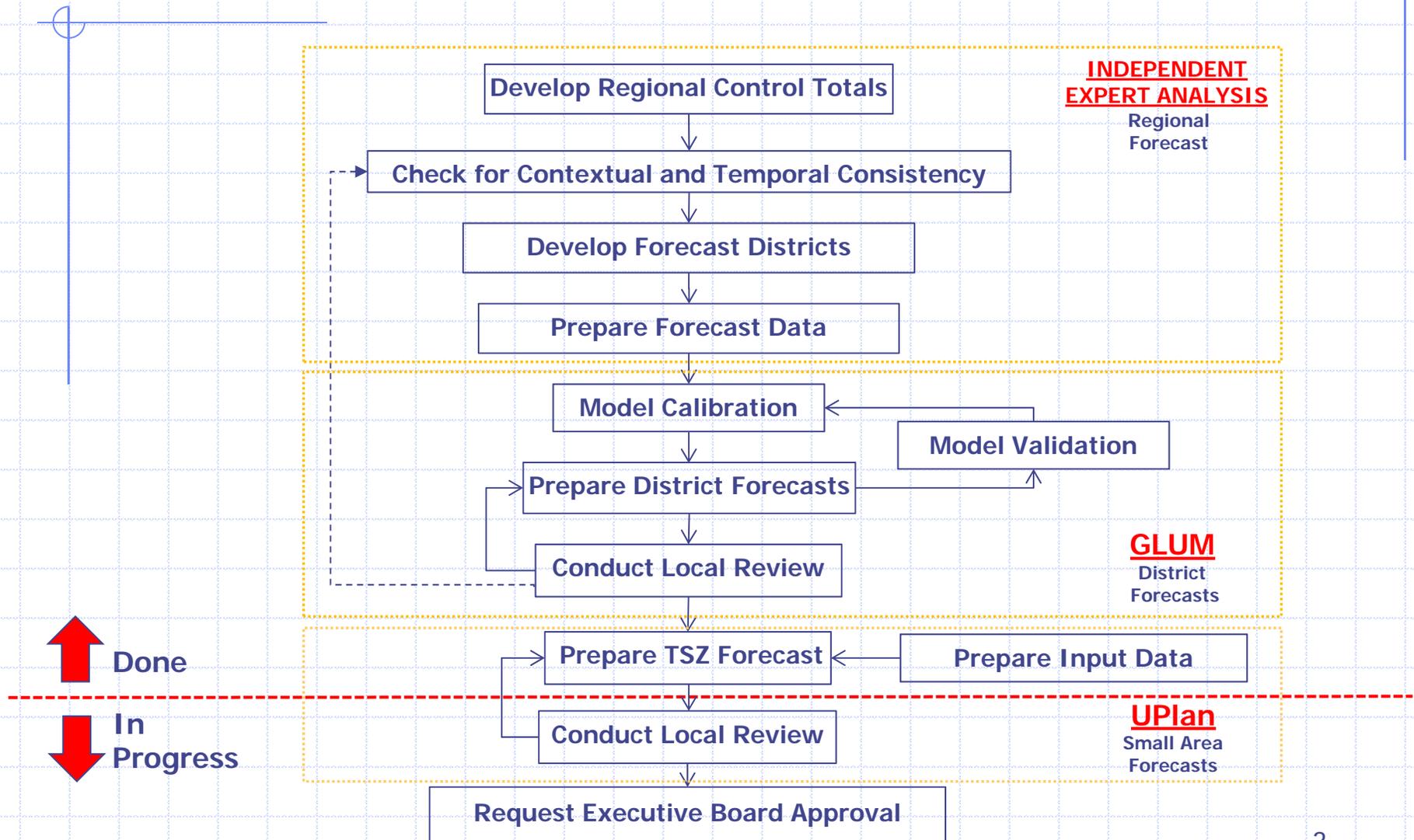


North Central Texas Council of Governments

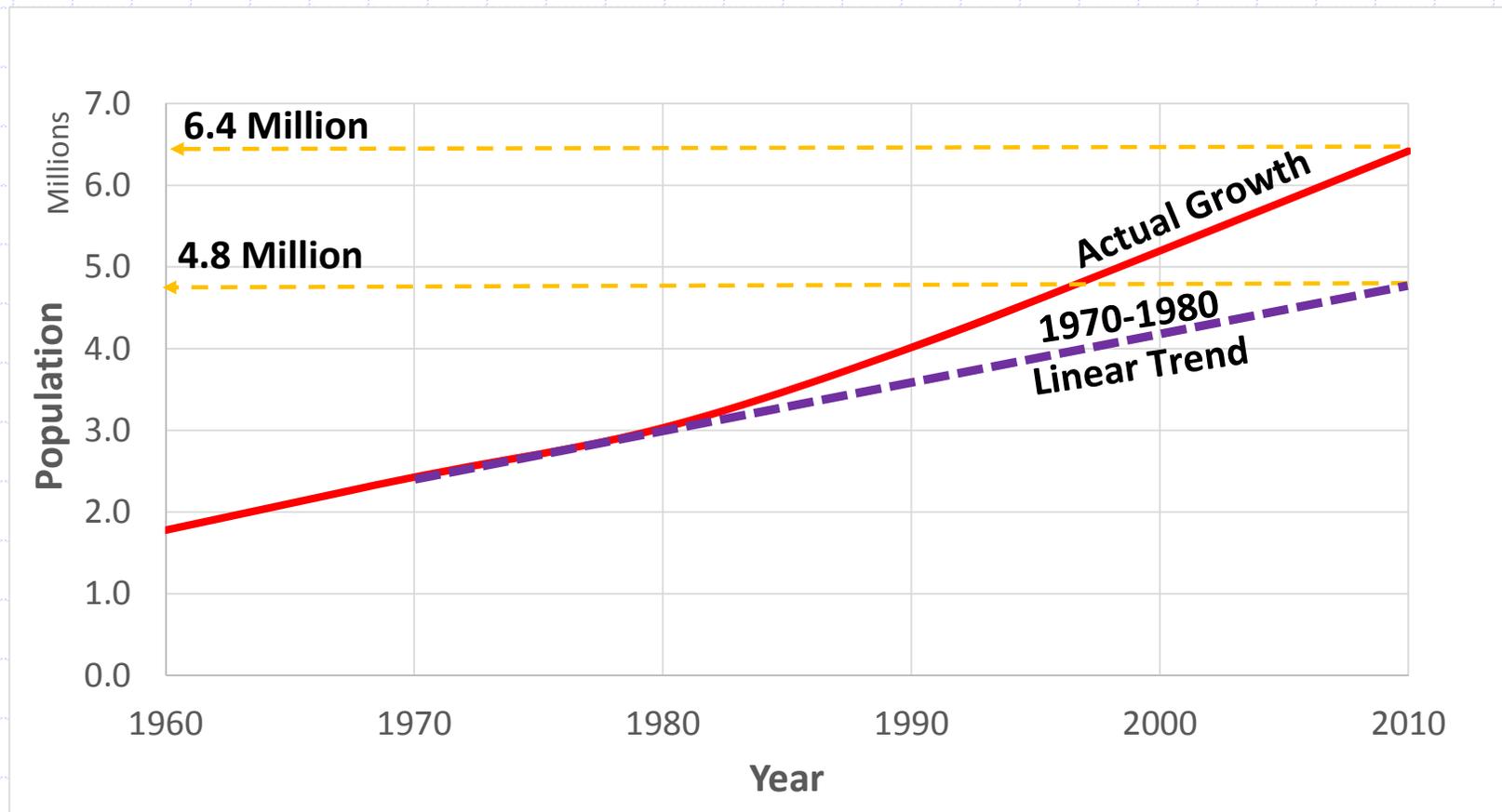
# Demographic Forecasting Process

the demographic forecasting process at NCTCOG is a data-driven analytical approach with consideration of stakeholders' feedback both at the aggregate (district level) and disaggregate (traffic survey zone level) forecast stages

# Demographic Forecast Steps

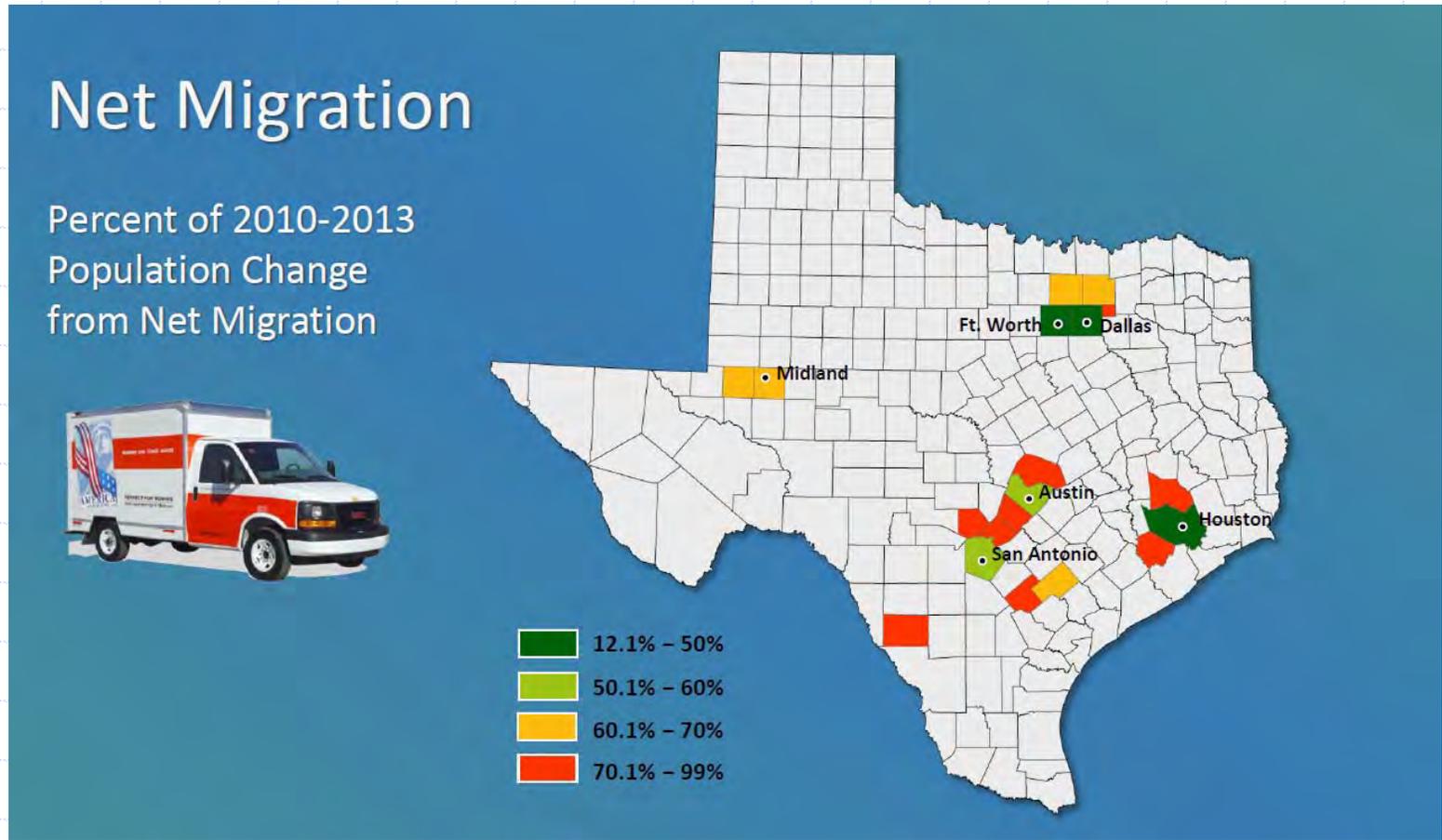


# Dallas-Fort Worth Metropolitan Area Population Growth Trend



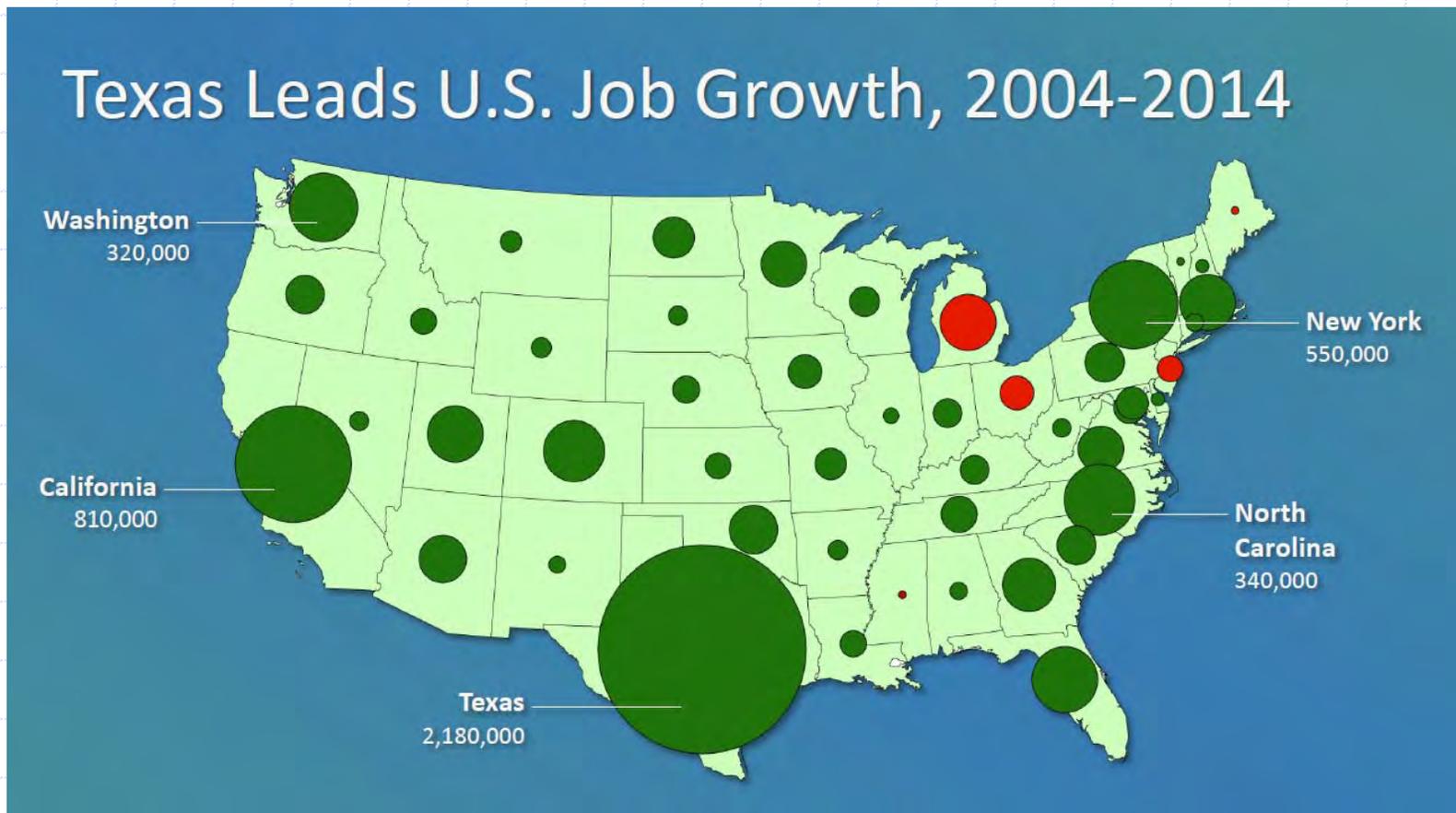
Source : Decennial Census, NCTCOG

# Texas Net Migration (2010-2013)



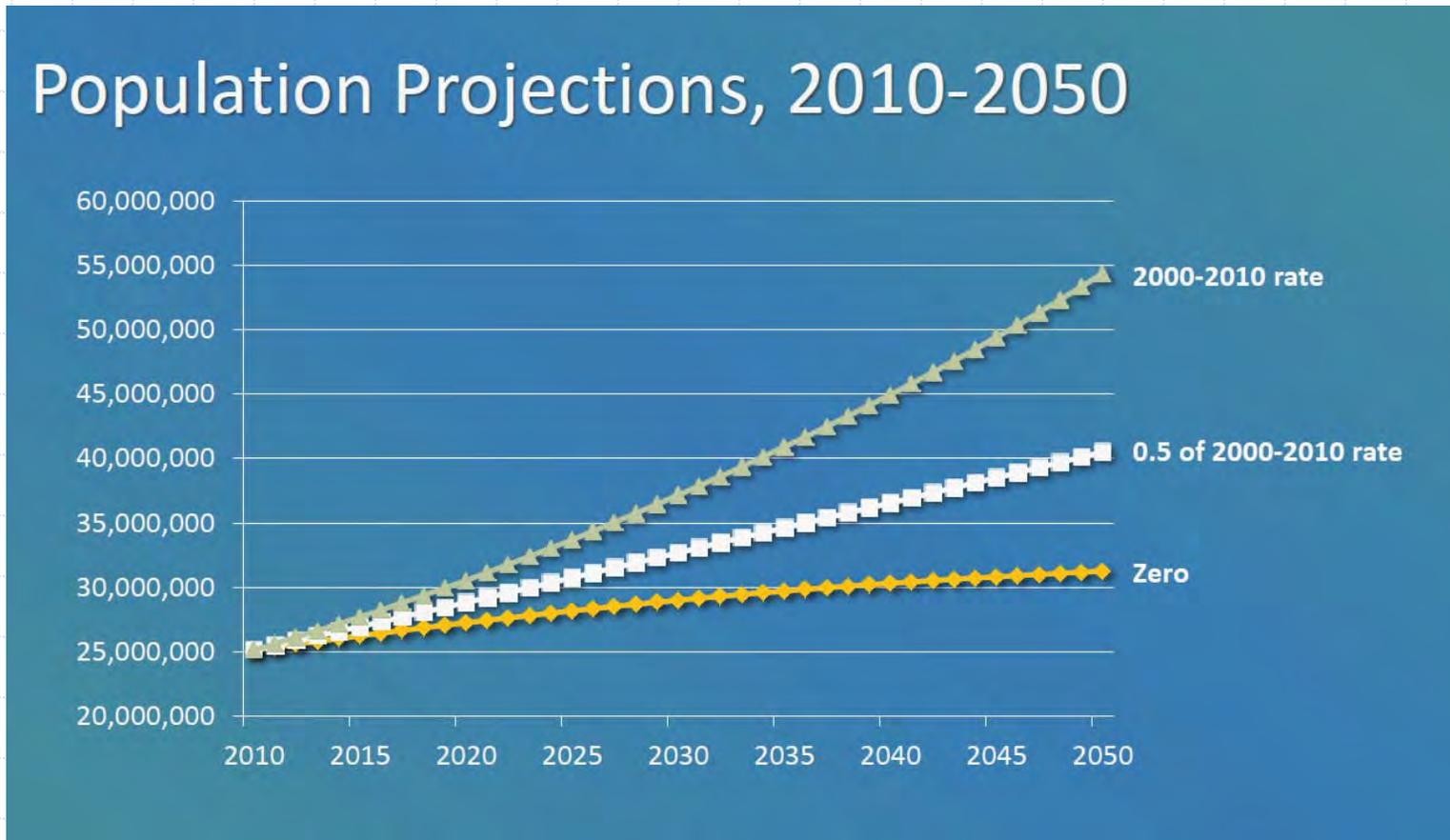
Source : Dr. Lloyd Potter, Texas State Demographer

# Texas Job Growth (2004-2014)



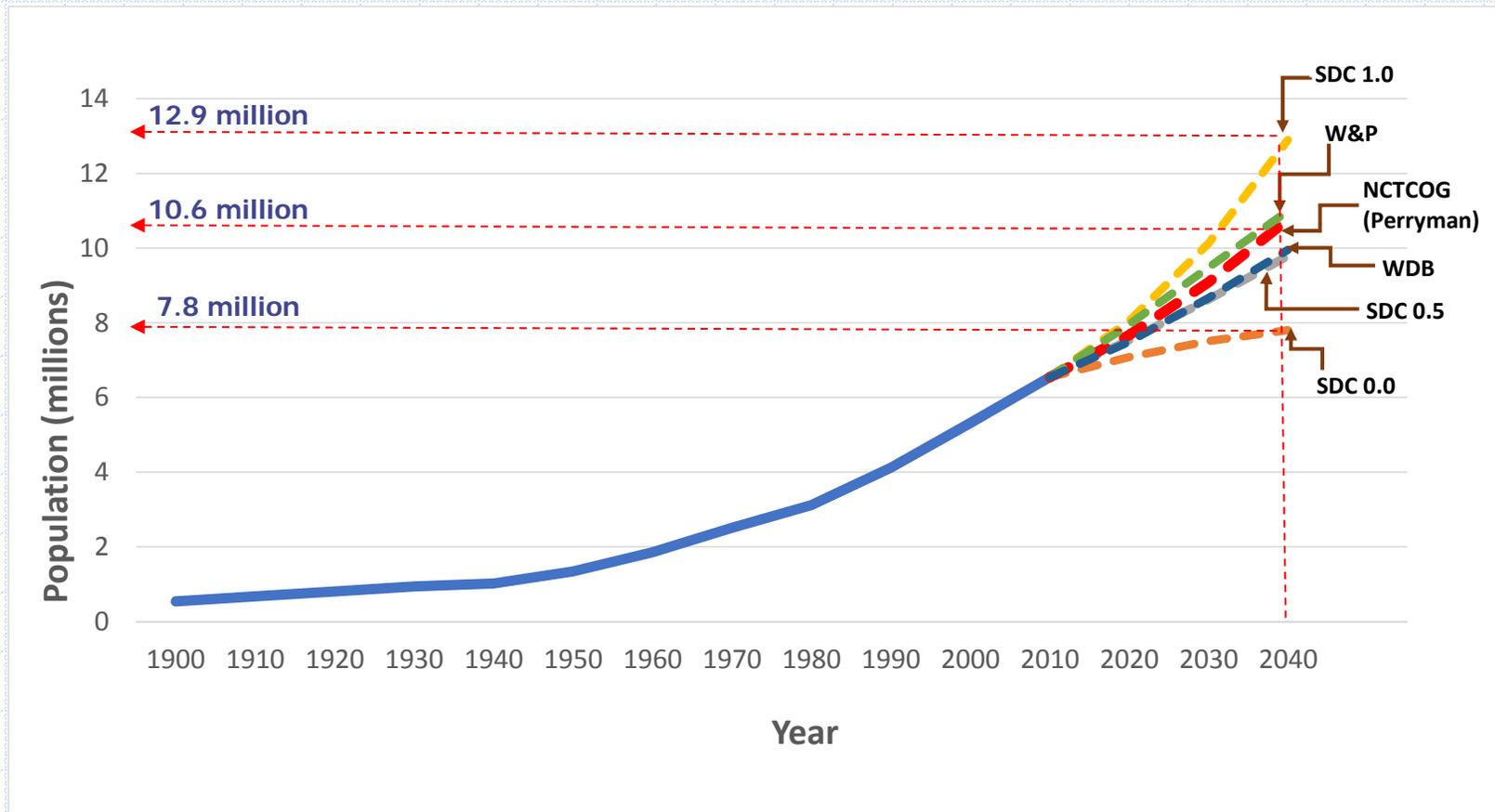
Source : Dr. Lloyd Potter, Texas State Demographer

# Texas Population Projections (2010-2050)



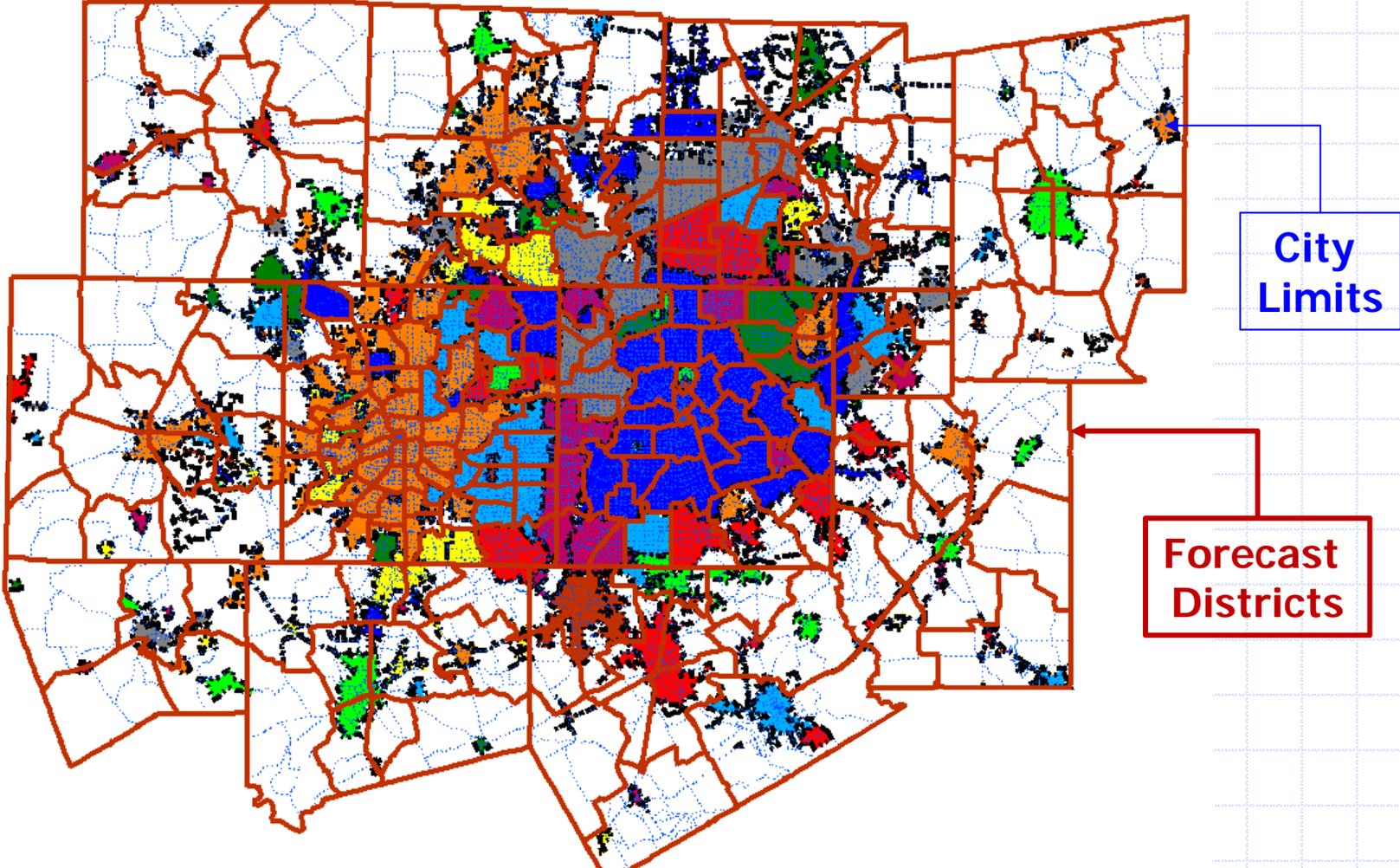
Source : Dr. Lloyd Potter, Texas State Demographer

# 2040 Population Forecasts (Control Total)



Sources : Decennial Census, Woods & Poole, Texas Water Development Board, State Data Center, The Perryman Group

# GLUM Forecast Districts (232)



# GLUM 2040 Population Forecast\*

County	Census 2010	2040 Forecast	% Difference
Collin	778,427	1,523,114	95.7%
Dallas	2,337,741	3,357,524	43.6%
Denton	652,270	1,241,664	90.4%
Ellis	148,000	283,900	91.8%
Hood	50,481	81,578	61.6%
Hunt	84,260	131,024	55.5%
Johnson	148,290	245,782	65.7%
Kaufman	102,014	210,098	106.0%
Parker	113,806	195,286	71.6%
Rockwall	77,678	166,356	114.2%
Tarrant	1,788,400	3,094,651	73.0%
Wise	58,147	101,864	75.2%
<b>Total</b>	<b>6,339,514</b>	<b>10,632,841</b>	<b>67.7%</b>

\* Forecasts reviewed by local governments at the district level.

# GLUM 2040 Employment Forecast\*

County	BEA 2010	2040 Forecast	% Difference
Collin	452,982	751,908	66.0%
Dallas	1,884,799	3,232,330	71.5%
Denton	251,394	432,175	71.9%
Ellis	58,519	96,877	65.5%
Hood	18,045	29,450	63.2%
Hunt	40,702	70,103	72.2%
Johnson	64,198	105,194	63.9%
Kaufman	40,558	64,036	57.9%
Parker	52,532	80,411	53.1%
Rockwall	33,163	48,681	46.8%
Tarrant	1,036,558	1,739,340	67.8%
Wise	31,516	40,941	29.9%
<b>Total</b>	<b>3,964,966</b>	<b>6,691,447</b>	<b>68.8%</b>

\* Forecasts reviewed by local governments at the district level.

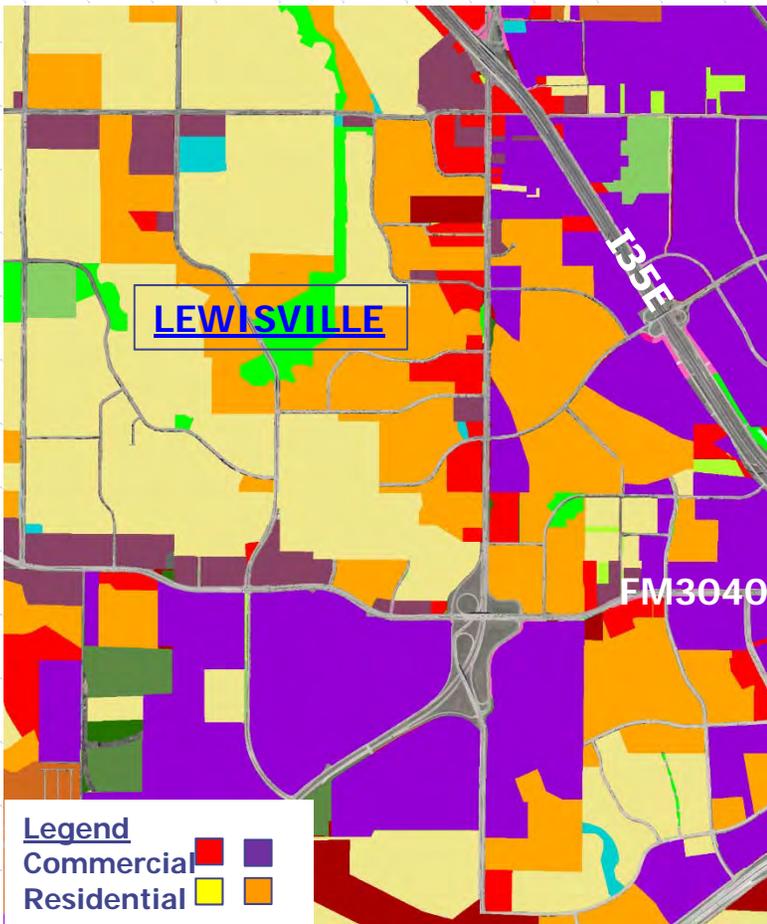
# UPlan Input Data For TSZ Activity Allocation (5,252)

- **Land Use** (locally adopted land use and zoning plans)
- **Attractors** (proximity to transportation, parks, other amenities, etc.)
- **Discouragers** (proximity to airports, landfills, incompatible uses, etc.)
- **Exclusions** (floodplains, cemeteries, airports, roadways, parks, etc.)

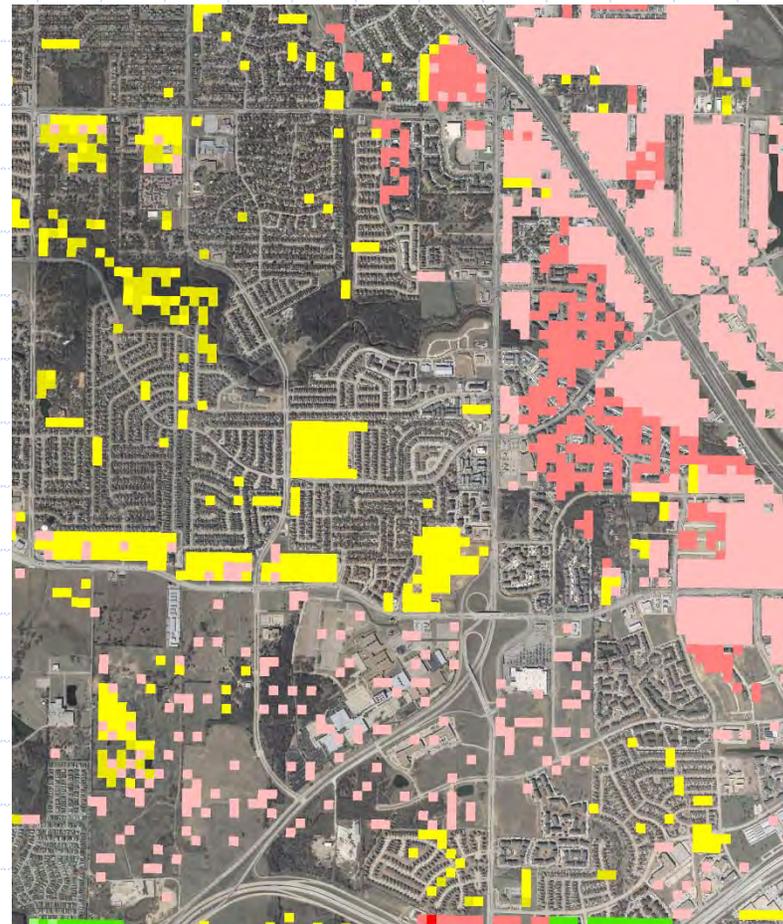
# TSZ Allocation Example

(Activity Assignment is Done at 50mx50m tiles)

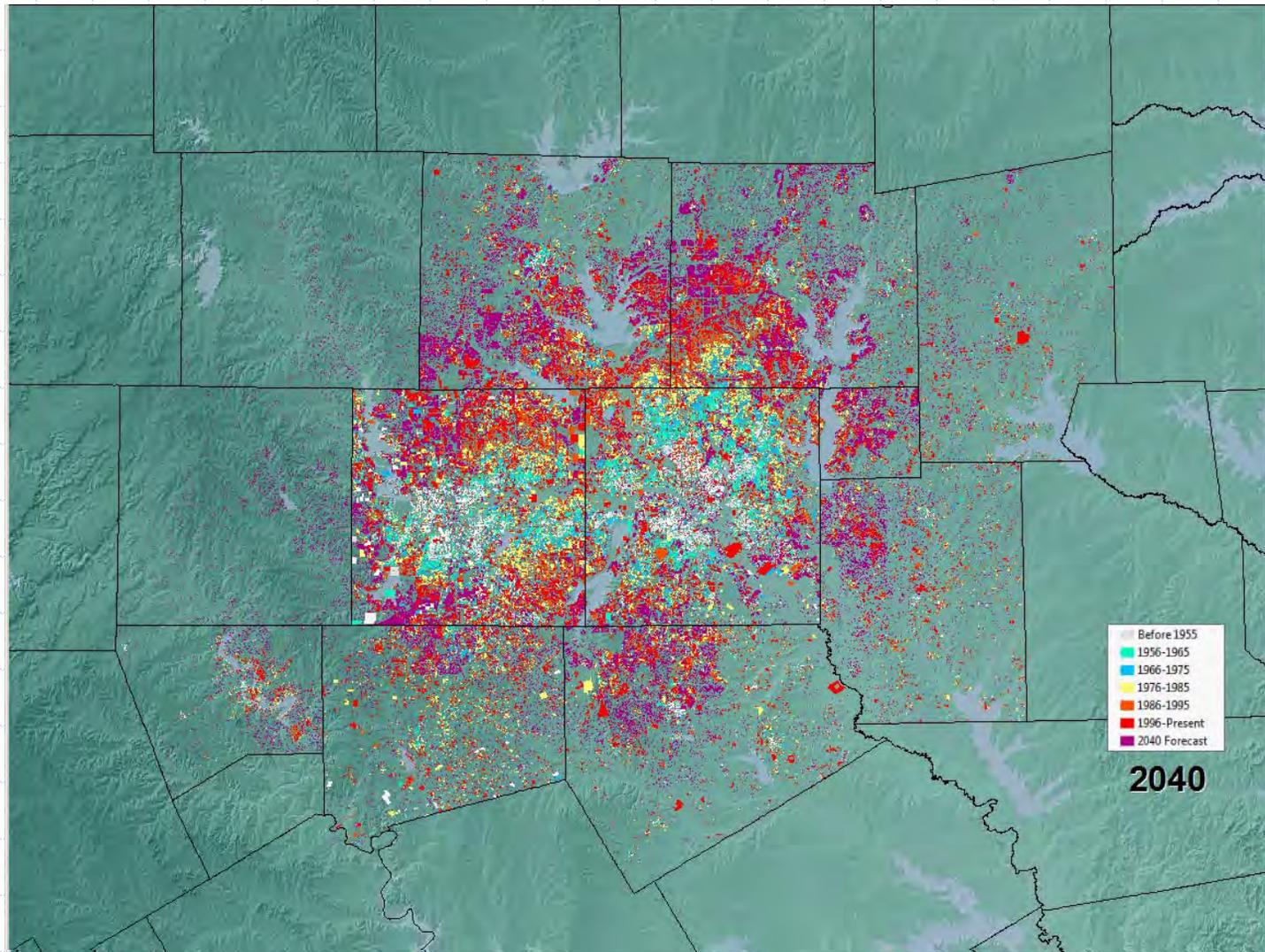
2040 Land Use Plan



2040 Allocated HH and EMP



# 1950-2040 Growth Animation



# 2040 Forecast Completion Schedule

- October-December, 2014
  - Local government/agency review of TSZ forecasts
- January-March, 2015
  - Review comments received
  - Finalize TSZ forecasts
- March-May, 2015
  - Approval by the NCTCOG Executive Board

# Forecast 2040 Project Staff

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Mark Folden

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

Possible Funding Options for US 67/Southern Gateway

This funding scenario assumes that the DFW region would receive 100% of revenues from the corridor. If a TIFIA loan is used, this scenario assumes that the DFW region would receive 100% of revenues from the corridor after the TIFIA loan is repaid. For now, this proposal assumes that a \$58M TIFIA is needed. The region will continue to look for additional regional revenues or local partners with revenues to potentially eliminate the need for a TIFIA loan.

Source	Amount	Category	2016	2017	2018	2019	2020	Total	Notes/Comments
Existing Category 2	\$50.00	Category 2					\$50.00	\$50.00	
Horseshoe Contingency	\$20.00	Prop 12 (P2) or RTR	\$20.00					\$20.00	Contingency funds that are no longer needed for the Horseshoe project
IH 30 Pass Through Finance Repayment	\$25.25	Category 12					\$25.25	\$25.25	Category 12 funds approved by TxDOT for repayment of the IH 30 HOV/ Managed Lane pass-through finance project. May be able to advance or cashflow FY 2020 funds using \$25.25M of RTR Funds from NTTA PGBT SIB Loan money, and backfilling commitments currently slated to use the SIB loan repayments with these future Category 12 funds.
LBJ CDA Backstop	\$60.00	RTR	\$60.00					\$60.00	Remaining balance of LBJ Backstop, which the RTC approved in 2008, is not going to be needed on LBJ Express.
SH 183 RTR Funds?	\$12.00	RTR	\$12.00					\$12.00	SH 183 RTR funds originally identified as savings that could be moved to another project; but, they may need to be retained for a project related to the SH 183 CDA project on SH 114.
CMAQ for Managed Lane components	\$28.86	CMAQ	\$28.86	\$34.30	\$39.97	\$38.40		\$141.53	
	\$34.30	CMAQ							
	\$39.97	CMAQ							
	\$38.40	CMAQ							
STP-MM (from the East)	\$23.70	STP-MM			\$23.70	\$13.11		\$36.81	
	\$13.11	STP-MM							
TxDOT "Strategy 111"	\$33.70	TxDOT Procurement Funds	\$19.10	\$4.10	\$4.60	\$3.30	\$2.60	\$33.70	
TxDOT "Strategy 102"	\$22.50	TxDOT ROW Funds		\$11.25	\$9.00	\$2.25		\$22.50	
Managed Lane Revenue from the Corridor	\$58.00	Managed Lane Revenue to Repay a TIFIA Loan		\$58.00				\$58.00	Anticipate using TIFIA loan mechanism for now; may change this entry to additional regional funds or local partner funds.

\$139.96 \$107.65 \$77.27 \$57.06 \$77.85 \$459.79

<b>TRE License Plate Survey in September 2014 for Allocation of City's Contributions</b>						
<b>City of Residence</b>	<b>Lic. Plate Survey 2014</b>	<b>Existing Shares 2008</b>	<b>Difference 2014 - 2008</b>	<b>Lic. Plate Survey 2014</b>	<b>Existing Shares 2008</b>	<b>Difference 2014 - 2008</b>
<b>Arlington</b>	<b>26%</b>	<b>30%</b>	<b>-4%</b>	<b>\$ 202,841</b>	<b>\$ 237,046</b>	<b>\$ (34,205)</b>
<b>Bedford</b>	<b>11%</b>	<b>13%</b>	<b>-2%</b>	<b>\$ 90,456</b>	<b>\$ 104,488</b>	<b>\$ (14,032)</b>
<b>Colleyville</b>	<b>2%</b>	<b>2%</b>	<b>1%</b>	<b>\$ 17,360</b>	<b>\$ 12,935</b>	<b>\$ 4,425</b>
<b>Eules</b>	<b>18%</b>	<b>13%</b>	<b>4%</b>	<b>\$ 138,882</b>	<b>\$ 106,675</b>	<b>\$ 32,207</b>
<b>Grand Prairie</b>	<b>15%</b>	<b>9%</b>	<b>6%</b>	<b>\$ 120,608</b>	<b>\$ 69,764</b>	<b>\$ 50,844</b>
<b>Grapevine</b>	<b>4%</b>	<b>6%</b>	<b>-2%</b>	<b>\$ 34,720</b>	<b>\$ 50,567</b>	<b>\$ (15,847)</b>
<b>Haltom City</b>	<b>4%</b>	<b>5%</b>	<b>-1%</b>	<b>\$ 31,979</b>	<b>\$ 38,705</b>	<b>\$ (6,726)</b>
<b>Hurst</b>	<b>11%</b>	<b>12%</b>	<b>-1%</b>	<b>\$ 90,456</b>	<b>\$ 98,168</b>	<b>\$ (7,712)</b>
<b>North Richland Hills</b>	<b>8%</b>	<b>9%</b>	<b>-1%</b>	<b>\$ 65,786</b>	<b>\$ 74,741</b>	<b>\$ (8,955)</b>
<b>Total</b>	<b>100%</b>	<b>100%</b>		<b>\$ 793,089</b>	<b>\$ 793,089</b>	

Source: NCTCOG (September 2014)

**Regional Transportation Council Attendance Roster**  
**February 2014-January 2015**

RTC MEMBER	Entity	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	1/8/15
Douglas Athas (06/13)	Garland	P	P	P	P	P	P	P	P	P	P	P	P
Brian Barth (09/13)	TxDOT, FW	P	E(R)	P	P	P	P	P	P	P	P	P	P
Carol Bush (01/15)	Ellis Cnty	--	--	--	--	--	--	--	--	--	--	--	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	E	P	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	E(R)	P	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Mark Enoch (12/06)	DART	P	P	E(R)	P	E(R)	A	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	E	P	P	P	A	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	E	P	P	P	P	P	P	P
Sandy Greyson (11/11)	Dallas	P	E	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	--	--	--	--	--	--	--	--	P	A	A	P
Bill Hale (11/03)	TxDOT, Dallas	E(R)	P	P	P	P	P	P	E(R)	P	P	E(R)	E(R)
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	P	P	A(R)	E	P	P	P	P
Vonciel Jones Hill (11/07)	Dallas	P	E	P	P	P	P	P	P	P	P	P	P
Clay Jenkins (04/11)	Dallas Cnty	P	E	E	P	P	P	P	P	A	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	E(R)	P	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	E	P	P	P	P	P	P	P	P	P	P	P
Geralyn Kever (7/10)	McKinney	P	P	P	P	A	P	P	P	P	E(R)	P	P
Lee Kleinman (09/13)	Dallas	P	P	P	E	E	P	P	E	P	A	P	E
Stephen Lindsey (10/11)	Mansfield	E(R)	E(R)	E	E(R)	P	E	P	P	E(R)	P	P	P
Laura Maczka (6/12)	Richardson	P	P	A	P	P	P	E	P	E	E(R)	P	P
David Magness (06/13)	Rockwall Cnty	P	P	E	P	P	E	P	P	P	E(R)	E	P
Scott Mahaffey (03/13)	FWTA	P	P	P	P	E(R)	P	P	P	P	P	P	P
Matthew Marchant (07/08)	Carrollton	E	E	P	P	A	E	P	P	P	P	P	P
Maher Maso (10/08)	Frisco	E(R)	E	P	P	A(R)	A(R)	P	E(R)	E(R)	E(R)	E(R)	P
John Monaco (6/08)	Mesquite	P	E	E(R)	E	P	A	P	P	P	A	E(R)	P
Mark Riley (1/09)	Parker Cnty	E(R)	P	P	P	P	P	E(R)	P	P	P	P	P
Kevin Roden (6/14)	Denton	--	--	--	--	P	P	P	P	P	P	A	P
Amir Rupani (11/14)	Dallas	--	--	--	--	--	--	--	--	--	P	P	A
Danny Scarth (9/12)	Fort Worth	P	P	P	P	P	E	P	P	P	P	P	P
Lissa Smith (6/12)	Plano	P	P	P	P	P	P	P	A	P	P	P	P
Mike Taylor (7/14)	Colleyville	--	--	--	--	--	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	--	--	--	--	P	P	P	P	E(R)	E(R)	P	P
Oscar Trevino (6/02)	Nrth Rch Hills	P	E	P	E(R)	P	P	E	P	E(R)	P	P	P

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster  
February 2014-January 2015**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>2/13/14</b>	<b>3/13/14</b>	<b>4/10/14</b>	<b>5/8/14</b>	<b>6/12/14</b>	<b>7/10/14</b>	<b>8/14/14</b>	<b>9/11/14</b>	<b>10/9/14</b>	<b>11/13/14</b>	<b>12/11/14</b>	<b>1/8/15</b>
William Velasco (11/11)	Dallas	E	E	E	P	A	P	A(R)	P	P	E	A	P
Oscar Ward (6/14)	Irving	--	--	--	--	P	P	P	P	P	P	P	P
Bernice Washington (4/09)	DFW Airport	P	P	P	P	E	P	P	P	P	P	E	P
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	E(R)	E	P	P	E	E	P	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
Zim Zimmerman (9/12)	Fort Worth	P	P	P	P	P	E	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was  
1st eligible to attend RTC meetings

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster  
January 2014-January 2015

STTC MEMBERS	Entity	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	12/5/14	1/23/15
Antoinette Bacchus	Dallas Cnty	A	A	A	P	A	A	A	A	A	A	A	A
Brian Barth	TxDOT, FW	P	P	P	P	A	P	P	P	P	P	A	P
Bryan Beck	Fort Worth	P	P	A	P	P	P	P	P	P	A	A	P
John Blain	Kaufman Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Kristina Brevard	DCTA	--	--	--	--	--	--	--	--	--	--	--	P
Keith Brooks	Arlington	P	P	R	P	P	P	P	P	P	A	P	P
John Brunk	Dallas	--	--	--	P	P	P	P	P	P	P	P	A
Mo Bur	TxDOT, Dallas	--	--	--	--	--	--	--	--	--	P	P	P
Chris Burkett	Mansfield	R	P	R	P	R	P	R	R	P	R	P	P
Loyl Bussell	TxDOT, FW	P	R	P	P	P	A	P	P	P	P	P	P
Jack Carr	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Dave Carter	Richardson	P	P	P	P	P	P	P	P	A	P	P	A
Hal Cranor	Euless	--	--	--	A	P	P	A	P	A	P	P	P
Clarence Daugherty	Collin County	--	--	--	--	--	--	--	--	A	P	P	P
Chad Davis	Wise Cnty	A	P	P	A	P	P	P	A	P	P	A	A
Greg Dickens	Hurst	A	P	P	P	R	P	R	P	R	R	R	R
Sherrelle Diggs	Rowlett	P	P	A	P	P	A	P	P	A	A	A	P
Massoud Ebrahim	Greenville	P	P	P	A	P	P	P	A	P	A	R	P
Chad Edwards	DART	--	--	--	--	--	--	--	--	P	P	P	P
Claud Elsom	Rockwall Cnty	P	P	P	P	P	A	P	A	P	A	P	P
David Esquivel	Cleburne	A	P	P	A	P	P	P	P	P	P	A	R
Holly Ferguson	TCEQ	--	--	--	--	--	--	A	A	A	A	A	P
Keith Fisher	Keller	A	A	A	A	A	A	P	P	P	P	R	P
Eric Fladager	Fort Worth	P	P	P	P	P	P	P	P	A	A	P	P
Chris Flanigan	City of Allen	P	P	P	P	R	P	P	R	P	R	P	P
Gary Graham	McKinney	P	R	P	P	P	P	P	R	P	R	R	R
Tom Hammons	City of Carrollton	A	A	A	A	P	A	A	A	A	A	A	A
Curvie Hawkins	FWTA	P	P	A	P	P	P	P	P	P	P	A	A
Chris Holsted	Wylie	P	P	P	A	R	P	P	A	P	P	P	P
Thomas Hoover	Bedford	A	A	A	A	A	A	A	A	P	A	A	A
Matthew Hotelling	Flower Mound	P	A	P	P	P	P	P	A	A	P	P	P
Kirk Houser	City of Dallas	P	P	A	P	P	P	P	P	A	P	P	P
Terry Hughes	Parker County	--	--	--	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	--	--	--	--	--	--	--	P	P	R	P	P
Paul Iwuchukwu	Arlington	P	P	P	A	P	P	P	P	P	P	P	P
Tim James	Mesquite	--	--	A	P	A	R	P	P	A	P	P	A
David Jodray	Fort Worth	A	A	A	A	P	P	P	P	P	P	P	P
Kelly Johnson	NTTA	A	A	A	A	P	A	A	A	A	P	A	A
Tom Johnson	DeSoto	P	A	A	A	P	P	P	P	A	P	A	P
William Johnson	FWTA	P	P	P	P	P	P	A	P	A	P	A	P
Sholeh Karimi	Grand Prairie	A	P	P	A	A	P	P	P	P	P	P	P

P =Present      A= Absent  
R =Represented    -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster  
January 2014-January 2015

STTC MEMBERS	Entity	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	12/5/14	1/23/15
Chiamin Korngiebel	Dallas	A	A	P	A	R	P	P	P	A	P	A	P
Paul Luedtke	Garland	A	R	A	P	P	P	A	P	A	P	A	P
Stanford Lynch	Hunt Cnty	P	P	P	P	P	R	P	R	P	P	A	P
Rick Mackey	TxDOT Paris	P	P	R	A	A	A	A	P	P	P	P	P
Srini Mandayam	Mesquite	P	P	P	P	P	P	P	P	P	P	P	P
Geroge Marshall	Coppell	P	A	P	A	P	P	P	P	A	A	P	P
Clyde Melick	Waxahachie	A	P	A	P	P	P	P	P	P	P	P	P
Laura Melton	Burleson	--	--	--	--	--	--	A	A	A	A	A	A
Brian Moen	Frisco	P	A	R	R	A	A	A	A	A	A	A	A
Cesar Molina, Jr.	Carrollton	P	P	A	P	A	P	A	P	P	P	P	P
Lloyd Neal	Plano	P	P	P	P	P	P	P	A	A	P	P	P
Mark Nelson	Denton	A	P	P	P	R	P	P	P	P	P	P	P
Jim O'Connor	Irving	A	P	P	P	P	P	P	P	P	P	P	P
Kevin Overton	Dallas	--	--	--	--	--	--	--	--	--	A	P	A
Dipak Patel	Lancaster	R	P	P	P	A	P	R	P	P	P	P	P
Todd Plesko	DART	A	A	P	P	P	P	P	P	P	A	P	P
John Polster	Denton Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Lisa Pyles	Town of Addison	P	A	A	P	A	A	A	A	A	A	A	A
Walter Ragsdale	Duncanville	--	--	--	P	A	P	P	P	A	A	A	P
Mark Rauscher	Fort Worth	A	P	A	P	A	P	P	A	A	P	A	A
William Riley	Tarrant Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Greg Royster	DFW Int. Airport	R	P	P	P	P	P	P	A	A	P	P	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	P	R
Elias Sassoon	Cedar Hill	R	A	P	A	P	R	A	A	R	P	P	P
Gordon Scruggs	The Colony	P	P	P	P	P	P	P	P	P	A	P	R
Kelly Selman	TxDOT, Dallas	P	P	P	A	P	P	P	P	P	A	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	--	--	--	--	--	--	--	--	--	--	--	P
Randy Skinner	Tarrant Cnty	P	P	P	P	P	A	P	P	P	P	P	P
Caleb Thornhill	Plano	--	--	--	--	--	--	A	P	P	P	A	P
Mark Titus	Richardson	P	P	P	P	P	P	P	P	P	P	P	P
Jonathan Toffer	Dallas Cnty	P	P	A	A	A	A	P	A	A	A	A	P
Timothy Tumulty	Rockwall	--	--	--	--	--	P	P	P	A	A	R	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Vedral	Irving	P	A	R	A	A	P	P	A	P	P	P	P
Caroline Waggoner	North Richland Hills	--	--	--	--	--	--	--	--	A	P	P	P
Jared White	Dallas	P	P	P	A	P	A	P	P	A	P	P	P
Bill Wimberley	Hood County	P	P	P	P	P	P	A	P	P	P	P	P
Alicia Winkelblech	Arlington	P	P	P	P	P	P	P	P	P	A	P	P

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## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE December 5, 2014**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 5, 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: John Blain, Keith Brooks, John Brunk, Mo Bur, Chris Burkett, Loyl Bussell, Jack Carr, Dave Carter, Hal Cranor, Clarence Daugherty, Jim Juneau (representing Greg Dickens), Chris Bosco (representing Massoud Ebrahim), Chad Edwards, Claud Elsom, Chad Barteo (representing Keith Fisher), Eric Fladager, Chris Flanigan, Robyn Root (representing Gary Graham), Chris Holsted, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Tim James, David Jodray, Sholeh Karimi, Anne MacCracken, Rick Mackey, Srin Mandayam, George Marshall, Clyde Melick, Cesar Molina Jr., Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, John Polster, William Riley, Greg Polster, Anita Russelmann, David Salmon, Elias Sassoon, Gordon Scruggs, Kelly Selman, Lori Shelton, Randy Skinner, Mark Titus, Amy Williams (representing Tim Tumulty), Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jared White, Bill Wimberley, and Alicia Winkelblech.

Others present at the meeting were: Adam Beckom, Bob Best, Natalie Bettger, David Boski, Kristina Brevard, Ken Bunkley, Angie Carson, Lori Clark, Heather Davis, Ruben Delgado, Craig Elliott, Kevin Feldt, Christie Gotti, Jill Hall, Richard Harper, Rebekah Hernandez, Chris Hoff, Bennett Howell, Mike Johnson, Dan Kessler, Ken Kirkpatrick, Paul Knippel, Sonya Landrum, April Leger, Sonny Loper, Theresa Lopez, Jody Loza, Chad McKeown, Jenny Narvaez, Andy Oberlander, Jamie Patel, Kyle Roy, Moosa Saghian, Sirwan Shahooei, Mark Stephens, Jahnae Stout, Gerald Sturdivant, Vivek Thimmavajjhala, Elizabeth Whitaker, Amanda Wilson, Brian Wilson, Tori Wilson, and Ralph Zaragoza.

1. **Approval of October 24, 2014, Minutes and Recognition of Members:** The minutes of the October 24, 2014, meeting were approved as submitted in Reference Item 1. John Poster (M); Jim O'Connor (S). The motion passed unanimously.

Michael Morris recognized Moosa Saghian for this service on the Surface Transportation Technical Committee.

2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Transportation Improvement Program Modifications:** A motion was made to recommend Regional Transportation Council approval of revisions to the 2015-2018 Transportation Improvement Program provided in Reference Item 2.1.1. Administrative amendments were provided for information in Electronic Item 2.1.2.
  - 2.2. **Clean Fleet Policy Revision:** A motion was made to recommend Regional Transportation Council (RTC) adoption of the revised Clean Fleet Policy provided in Reference Item 2.2.3. RTC approval of the previous policy was provided in Electronic Item 2.2.1, changes were illustrated in Reference Item 2.2.2, and additional information was provided in Electronic Item 2.2.4.

John Polster (M); Mark Nelson (S). The motion passed unanimously.

3. **Incident Management Call for Projects:** Sonya Jackson Landrum presented recommendations for the Incident Management Equipment Purchase 2014 Call for Projects, a program to assist public-sector partner agencies in purchasing low-cost equipment and technology used to mitigate traffic crashes and incidents. The Call was opened from June 16 to August 15, 2014. A total of \$2 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds was available, with \$1.32 million available to the eastern subregion and \$680,000 available to the western subregion. Public-sector agencies within the 10-county nonattainment area were eligible to submit project proposals for the purchase of equipment and technology used in mitigating crashes. A total of 19 applications were received containing 61 projects. Ms. Landrum reviewed the scoring criteria and available points for each of the criteria: 1) Freeway Incident Management training attendance, 2) completion of Incident Management Commitment Level Survey, 3) crash data within the jurisdiction, 4) adoption of the Incident Management resolution, 5) incident management goals/targets in place, and 6) equipment description and explanation of how equipment will be used to mitigate crashes. Rankings were provided in Reference Item 3.1, and additional details were provided in Electronic Item 3.2. A total of \$1,712,646 was recommended for award with \$1,036,221 recommended for the eastern subregion and \$676,425 recommended for the western subregion. Ms. Landrum summarized the requests by project type for each subregion, as well as the entities that applied for funding. She noted that draft recommendations were presented to the Regional Safety Advisory Committee in September 2014 and were to be presented at the December 8-10 public meetings, followed by presentation to the Regional Transportation Council (RTC) and Executive Board in January 2015. A motion was made to recommend RTC approval of recommendations for the Incident Management Equipment Purchase 2014 Call for Projects as provided in Reference Item 3.1, including the use of CMAQ funds and Transportation Development Credits. Action included a recommendation approving staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program to include the associated projects. Mark Nelson (M); John Polster (S). The motion passed unanimously.
  
4. **Requested Update to Increase Category 1 Transportation Development Credits for Strategic Awards to Small Transit Providers and Update of 2014 Summary Report:** Adam Beckom provided an overview of recommendations to increase the set-aside amount of Category 1-Strategic Awards to Small Transit Providers Transportation Development Credits (TDCs) and to decrease TDCs not used in the Transportation Alternatives Program (TAP) Call for Projects. TDCs are "earned" by the region when toll revenues are used to fund capital projects on public highways. These credits are not cash but can be used as eligible match to federal funding. The region was awarded 465 million TDCs, and in 2013 the Regional Transportation Council (RTC) set aside five categories for award within the region. At the time of the meeting, approximately 140 million TDCs had been allocated leaving a balance of approximately 320 million for future projects. Mr. Beckom reviewed Category 1-Strategic Awards to Small Transit Providers. In fiscal year (FY) 2013, the RTC awarded approximately \$1.5 million TDCs to this category and in FY2014 an additional 4.18 million was awarded. Staff recommended that an additional 5 million in TDCs be added to the category since all TDCs have been committed to projects. He also reviewed Category 2-Type 1 Call: RTC has Revenue-Transportation Alternative Program (TAP). The RTC allocated 1-2 million TDCs for TAP projects. In October 2014, RTC awarded 357,995 TDCs to TAP projects. Staff recommended returning the balance of unused credits to the TDC pool. Details were provided in Reference Item 4.1. Mr. Beckom also discussed the 2014 Summary Report of TDCs submitted to the Texas Department of Transportation by the December 1, 2014, deadline. The report documents TDC allocations for the previous

fiscal year and is required by the State. A copy of the report submittal was provided in Electronic Item 4.2. A motion was made to recommend RTC approval to replenish the Category 1-Strategic Awards to Small Transit Providers TDCs with 5 million in TDCS and to decrease Category 2-Type 1 Call: RTC has Revenue-Transportation Alternative Program TDCs by 1,632,005 and return TDCs to the unallocated TDC pool. John Polster (M); Todd Plesko (S). The motion passed unanimously.

5. **Clean School Bus Call for Projects:** Lori Clark presented information regarding the proposed North Central Texas Clean School Bus Program Call for Projects. She noted that the North Central Texas Council of Governments proposed to open a 2015 Call for Projects to provide 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. Clean School Bus is a TCEQ preapproved SEP project that receives funds in small quantities. Staff requested that any additional SEP funds received in the future may be added to the funding initiative. Public and private schools, school districts, and bus operators in the ten-county ozone nonattainment area will be eligible to apply. Entities must adopt the Clean Fleet Policy prior to the application deadline. Eligible projects will include replacement, repower, nitrogen oxides retrofit, and on-board idle reduction. Projects will be funded up to 80 percent with a 20 percent local match requirement. Ms. Clark noted that evaluation criteria is typically driven primarily, sometimes solely, by cost effectiveness since CMAQ funding is the primary source of revenue. In the event that many similar projects are received, a qualitative assessment may be used similar to previous initiatives. 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 Committee in the spring. A motion was made to recommend Regional Transportation Council approval to open a new Call for Projects for the North Central Texas Clean School Bus Program. John Polster (M); David Jodray (S). The motion passed unanimously.
6. **Texas Department of Transportation Update on Regional Speed Limits:** Jody Loza provided an update on speed-limit changes that will be implemented throughout the region. Earlier in the year, staff presented information regarding the regulatory efforts to substitute 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 transportation control measure substitution was provided in Electronic Item 6.1. Ms. Loza noted that her presentation was regarding the speed-limit changes resulting from reversing the ESLs. She highlighted how the Texas Department of Transportation (TxDOT) establishes speed zones using the 85<sup>th</sup> percentile, items that are considered, and the operation of speed check stations. An overview of the proposed speed changes for each county was provided in Electronic Item 6.2 and highlighted. In addition to reversal of ESLs, there was a desire to have consistent speed limits across the region. Ms. Loza noted related changes on IH 20 from Parker County to Kaufman County. She also noted changes on IH 35 from Denton County to Johnson County. In addition, she noted that some areas would need further study due to construction and/or enforcement and that TxDOT would perform speeds studies periodically as part of its normal practice. Theresa Lopez, Fort Worth District Transportation Operations Director and Andy Oberlander, Dallas District Transportation Operations Engineer were available to answer questions.

7. **Proposition 1 and Funding the Metropolitan Transportation Plan:** This item was presented following Item 3. Michael Morris provided an update on the latest developments regarding the Proposition 1 amendment to the Texas Constitution, focus areas, and the project identification process. Electronic Item 7.1 included the white paper issued by the Proposition 1 Stakeholder Committee. He noted that the Committee was still debating the formula allocation, but that 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. The Committee has suggested that the 20 percent in energy-related maintenance be allocated not only to the newest of the energy-producing areas, but also the older areas. In addition, at the Committee meeting, Michael suggested more funds be allocated to capacity improvements and less to maintenance. His suggestion 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. The Committee will be developing a new report for approval by the Texas Transportation Commission, but he noted that the Legislature may decide to dictate those allocations. He also highlighted six guiding principles for the funding, specifically noting the Legislature's interest in funding projects with statewide benefits. If allocations are not dictated by the Legislature, Step 1 will be to determine the allocations. 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. Approximately half of the projects are anticipated to be selected by the TxDOT Districts through a joint process with North Central Texas Council of Governments (NCTCOG) staff. 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 it will be important not to rush just for the sake of having a project move forward. 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. TxDOT and NCTCOG staff have inventoried potential projects over the last several months and coordination will continue to develop a draft list of projects. Congestion will be the focus of the MPO and connectivity will be the focus of the TxDOT Districts. Mr. Morris noted the importance of the region leading the State in the development of statewide connectivity projects in order to demonstrate how innovative projects can be built. The process may involve a two-phased approval process to accommodate early lettings while staff continues to work on other projects, and he noted that the region should be prepared to begin project approvals in January as the Legislature convenes. This timing may impact the typical Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) modification schedule. John Polster discussed the six guiding principles. He noted the possibility that the Legislature may dictate the funding allocations. Mr. Morris noted that the Legislature may dictate the formula allocations but would not be involved in project selection. Mr. Polster also asked which focus areas were statutory requirements. Mr. Morris noted that project selection on the interstate highway system or the State highway system and traditional roadway projects were statutory. The December 2015 ready-to-let date was a TxDOT headquarter emphasis. Mr. Morris also noted that no supplanting was also regulatory to avoid funds being used on toll roads both directly and indirectly. Mr. Polster also discussed additional projects in future years and asked when local governments or entities would be able to provide their opinions or comments. He also discussed the schedule, noting the importance of spending money thoroughly not just quickly and out-of-cycle TIP/STIP modifications. Mr. Morris noted that a process would be developed for year one and that a table of potential projects may be developed for entities to provide input. He noted that entities should be thinking of projects that may be ready to

move forward in the next two years. In addition, he noted the importance of having projects that are ready to let by the December deadline to lessen the pressure on the districts, but also projects that are able to let soon after or in coming years. Regarding out-of-cycle modifications, Mr. Morris noted that staff was not planning on taking all Proposition 1 projects or non-Proposition 1 out of cycle, but are interested in helping the districts meet deadlines.

8. **Freight Congestion Report:** Kevin Feldt briefed the Committee on the draft recommendations of the Freight Congestion and Delay Study, the first of five follow-up studies from Freight North Texas. The efficient and safe movement of freight to and through the region is a vital component to economic development. The Freight North Texas Study recommended the region identify areas of congestion throughout the region regarding freight. Projects primarily benefiting freight were studied, especially projects that were cost effective and quickly implemented. Projects that impacted freight and focused on arterial and collector facilities were identified. North Central Texas Council of Governments (NCTCOG) staff looked at the data collected from users and 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. Staff reviewed the data collected and developed draft regional policies, projects, and programs to include 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. Clarence Daugherty asked if the routing included lessening conflict with passenger-type vehicles. Mr. Feldt noted, as an example, that the analysis of the network was conducted to identify truck routes that do not match between connecting areas.
9. **Fast Facts:** Jamie Patel discussed the Regional Vehicle-for-Hire initiative to improve service in the for-hire industry and to standardize processes for safe and seamless service across the region. She noted that partners were moving towards resolutions that support a more coordinated effort. The initiative was anticipated to wrap up in January 2015 followed by implementation in the spring 2015.

Adam Beckom highlighted Transportation Improvement Program east/west equity updates in Electronic Item 9.1 and Electronic Item 9.2, and American Recovery and Reinvestment Act updates in Electronic Item 9.3 and Electronic Item 9.4.

Rebekah Hernandez noted that the Regional Transportation Council approved its legislative program for the 84<sup>th</sup> Texas Legislature in November 2014. Legislation to Actively Pursue was provided in Electronic Item 9.5 and Legislation to Support and Monitor was provided in Electronic Item 9.6.

Heather Davis highlighted current air quality funding opportunities for vehicles, specifically noting the North Central Texas Clean School Bus Call for Projects and the Texas Commission on Environmental Quality Light Duty Motor Vehicles Incentives Program. Details were provided in Electronic item 9.7.

Jenny Narvaez discussed the Environmental Protection Agency (EPA) Notice of Proposed Consent Decree for the Clean Air Act citizen's suite. Details were provided in Electronic Item 9.8. The Sierra Club announced its intent to sue the EPA for failure to reclassify the Dallas-Fort Worth region to "severe" in 2013 since the region had not met the 1997 ozone standard of 85 parts per billion (ppb). To resolve, the EPA is to reclassify the region to severe which should occur in the summer 2015. Ms. Narvaez noted that to date, no final Consent Decree had been entered. If the EPA were to redesignate the DFW region to attainment of the 1997 8-hour ozone standard as a result of the 81 part per billion design value, reclassification could be avoided. This will be unlikely since the formal process would not likely be complete before the summer of 2015. Additionally, redesignation would be avoided if the EPA were to revoke the 1997 8-hour standard. Each time EPA develops a new standard, it releases an implementation rule to revokes the previous standard. To date, a 2008 standard has not been developed. She noted that that the EPA Office of Management and Budget was currently reviewing the implementation rule which was expected in the summer. On November 25, EPA proposed to update the standard to 65-70 ppb. Once published in the *Federal Register*, EPA will be taking comments regarding this proposed standard.

Kendall Wendling discussed the Planning for Livable Communities comprehensive study to improve housing options, economic development, and compatible land use and transportation options for communities surround the Naval Air Station Fort Worth Joint Reserve Base. In October, the Texas Chapter of the American Planning Association recognized the project with the Current Planning award.

Brian Wilson highlighted the High-Speed Rail fact sheet provided in Electronic Item 9.9 and the infographic addressing common challenges faced in the transportation system provided in Electronic Item 9.10.

Dan Kessler noted that Tom Shelton, NCTCOG, submitted his resignation. In addition, he noted that the 2015 STTC and RTC meeting schedules were provided in Electronic Item 9.11.

The current Local Motion was provided in Electronic Item 9.12 and transportation partner progress reports were provided in Electronic Item 9.13.

10. **Other Business (Old and New):** Jahnae Stout announced public meetings scheduled for December 8, 9, and 10. Details were provided at the meeting in Reference Item 10.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 23, 2015, at the North Central Texas Council of Governments.

The meeting adjourned at 2:55 pm.

# local motion

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

February 2015 | [nctcog.org/localmotion](http://nctcog.org/localmotion)

## Inside

### AirCheckTexas to reopen replacements

The AirCheckTexas Drive a Clean Machine Program will begin accepting applications for replacement assistance in North Texas for a limited time February 9. See page 2.

## Meetings

**February 4, 10 am**

**35W Coalition Annual Meeting**  
DFW Marriott Hotel & Golf Club  
at Champions Circle  
3300 Championship Parkway  
Fort Worth, TX 76177

**February 5, 10 am**

**DRMC-TRTC  
Joint Meeting**  
Irving Convention Center  
Jr. Ballroom  
500 W. Las Colinas Blvd.  
Irving, TX 75039

**February 12, 1 pm**

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

**February 27, 1:30 pm**

**Surface Transportation  
Technical Committee**  
NCTCOG  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

## Proposition 1 draft project list presented to public

The Dallas-Fort Worth area will receive approximately \$368 million this year from Proposition 1, a voter-approved constitutional amendment intended to help the state meet important transportation challenges.

NCTCOG and the state's other metropolitan planning organizations will get 40 percent of the funding for corridor improvements and projects that address safety and congestion. The remainder of the \$1.7 billion available in 2015 will be distributed as follows:

- 30 percent to the 25 Texas Department of Transportation districts to address connectivity
- 15 percent to the energy sector
- 15 percent for maintenance of state roads and bridges

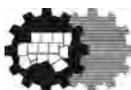
The focus will be on interstates and other roads that make up the state highway system. A greater emphasis will be placed on systems than individual projects, a move expected to improve connectivity in Dallas-Fort Worth and throughout the state. The proposed projects will be funded over the next 12 months.

Last November, Texas voters approved Proposition 1, which will provide an annual infusion into non-toll highway projects from the Rainy Day Fund. Future disbursements will be dependent on the price of oil. The Proposition 1 funding represents an important step in the improvement of the transportation system, but is just a portion of the \$5 billion in additional annual funding TxDOT needs as it seeks to improve transportation in the fast-growing state.

At public meetings February 2-3, NCTCOG staff presented a draft list of potential projects that could be considered for funding over the next several years.

Presentations are available at [www.nctcog.org/meetings](http://www.nctcog.org/meetings).

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



# our region

## AirCheckTexas to begin accepting vehicle replacement applications

A program that has helped lead to the replacement of more than 30,000 older vehicles since fiscal year 2003 will reopen this month for a limited time. The AirCheckTexas Drive a Clean Machine Program will begin accepting applications for replacement assistance in North Texas for a limited time February 9. Last year, 652 vehicles were replaced with the help of vouchers worth up to \$3,500. North Texans whose vehicles have failed the emissions portion of the state inspection in the past 30 days or are more than 10 years old are encouraged to apply for replacement assistance if they meet the income criteria and vehicle requirements. A family of four earning \$72,750 or less per year may receive assistance.

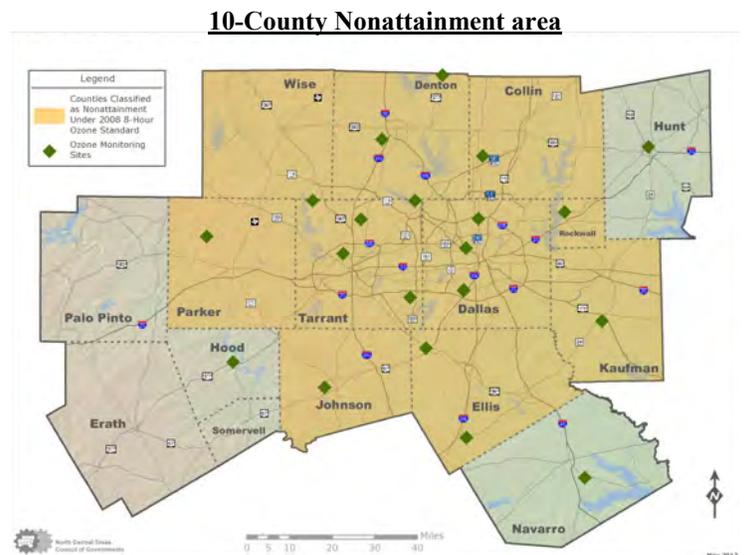
Assistance is open to vehicle owners in nine Dallas-Fort Worth area nonattainment counties (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall and Tarrant). AirCheckTexas is one of many programs implemented to help North Texas reach attainment of the federal government's ozone standard, which it has until 2018 to meet.

This is the fourth year in a row the replacement assistance has operated on a limited basis, following a reduction in funding. The repair component of the program, offering vouchers worth up to \$600, has continued year-round.

The program offers \$3,000 vouchers toward replacement of a vehicle with a newer, cleaner automobile. The amount increases to \$3,500 if the newer car or truck is a hybrid, electric or natural gas-powered vehicle. For information on the status of the program and a video explaining the application process, visit [www.nctcog.org/airchecktexas](http://www.nctcog.org/airchecktexas). Applications and income documentation for all adults in the household must be submitted by fax, 817-608-2315, or mail. The address is: AirCheckTexas Program, P.O. Box 5888, Arlington, TX 76005-5888

NCTCOG is not able to assist walk-ins because of limited resources. Assistance through this application-based program is offered on a first-come, first-served basis.

After enough applications have been received to exhaust the available funding, the replacement portion will be closed. The repair program will continue, but replacement applications will no longer be accepted for the rest of fiscal year 2015.



## FREIGHT OUTREACH

### **Program aims to reduce region's truck emissions**

The North Central Texas Council of Governments has launched the Freight Efficiency Outreach Program to reduce emissions and improve air quality throughout the Dallas-Fort Worth region, while also helping freight companies save money and fuel.

The program functions as a “one-stop shop” for companies and drivers. It showcases SmartWay-verified, low-emission and advanced-retrofit technologies; best operational practices; and education on policies that regulate the trucking industry. Dallas-Fort Worth area vendors of SmartWay-verified technologies are invited to attend a workshop at NCTCOG's Arlington offices, 616 Six Flags Drive, at 1:30 pm February 24 to learn about ways to get involved in this unique, voluntary industry partnership.

For more information about the program and how it can help fleets and the region as a whole, visit [www.nctcog.org/trans/air/programs/smartway/feop/index.asp](http://www.nctcog.org/trans/air/programs/smartway/feop/index.asp)

# public involvement

## **Clean Cities report deadline March 2**

The Dallas-Fort Worth Clean Cities Coalition is surveying stakeholders for its annual report, which details information about the use of clean vehicles and petroleum-reduction efforts in North Texas.

Stakeholders combined to save more than 17 million gallons of fuel in 2013, continuing a trend of improvement over the past several years. In 2012, stakeholders surveyed accounted for a reduction of more than 14 million gallons. In 2011, the total was more than 12 million gallons. Fleet owners and operators who would like to be counted should visit [www.dfwcleancities.org](http://www.dfwcleancities.org) by March 2 to take the short survey.

The annual report is given to the Department of Energy, providing a snapshot of the number and type of vehicles in the region powered by alternative fuels and advanced technologies. All local fleets are encouraged to participate and will be eligible for recognition once information is gathered.

The 2014 report will also be used to verify which entities are complying with the region's Clean Fleet Policy. Last year, entities that adopted the policy were required to complete a two-step reporting process: a questionnaire and the Clean Cities report.

This year, the process is more streamlined, as adoptees simply need to complete the Clean Cities report to be in compliance.

Clean Fleet Policy adoption and compliance is required for eligibility for clean fleet funding from the Regional Transportation Council.

Contact [cleancities@nctcog.org](mailto:cleancities@nctcog.org) with any questions regarding the report.

# resources

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## partners

Dallas Area Rapid Transit  
DART.org

Denton County  
Transportation Authority  
DCTA.net

North Texas Tollway Authority  
NTTA.org

The Fort Worth  
Transportation Authority  
The-T.com

Texas Department  
of Transportation  
TxDOT.gov

### \$72,750

A family of four earning \$72,750 or less per year is eligible for assistance through the AirCheckTexas Program.

# policymakers —

## Website aims to help fliers navigate airports

Fans flying into North Texas for last month's College Football Playoff National Championship had a new tool to help them navigate the region's airports. The NCTCOG Transportation Department launched NTXAirports.com before the big game. But while the site helps people in town for special events, it is broader in its reach, offering information on more than a dozen airports, including Dallas/Fort Worth International Airport and Dallas Love Field, as well as ground transportation. The site provides contact information for taxis, limousines and the region's public transportation providers to help people get around once they reach town.

On the Web: [www.ntxairports.com](http://www.ntxairports.com).

## Selman named TxDOT's top Dallas engineer

Kelly Selman was named district engineer for the Texas Department of Transportation's Dallas District in December. Selman has served in a variety of capacities since joining TxDOT in 1986, most recently as the deputy district engineer for Dallas.

A 1986 graduate of Texas A&M University, Selman replaces Bill Hale, who accepted a job in Austin as TxDOT's director of engineering operations for metro districts. Hale was a long-time member of the RTC and will be succeeded by Selman, who will continue to serve on NCTCOG's Surface Transportation Technical Committee. Selman has been a member of STTC since 2006.

The Dallas District includes Collin, Dallas, Denton, Ellis, Kaufman, Navarro and Rockwall counties.

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Prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation.