Partnership Program Workshop

Materials and Handouts

Friday, September 16, 2005

Thursday, September 22, 2005

Tuesday, October 4, 2005

Presented by:
North Central Texas Council of Governments
and
Texas Department of Transportation

PARTNERSHIP PROGRAM WORKSHOP MATERIALS
Table of Contents

FINAL FUNDING DISTRIBUTION BY CATEGORY AND SUBREGION[1]

FY 2005-2009

Programs	STP-MM	CMAQ	RTC/Local	Total	Western Allocation	Eastern Allocation
Arterial Street Program[2]	$29.86			**$29.86**	$13.91	$15.95
Local Air Quality Program[3,7]		+7.34	35.32	**42.66**	13.22	29.44
Freeway Interchange and Bottleneck Program (1/3 federal, 1/3 State, 1/3 local)	37.72			**$37.72**	7.66	30.06
Arterial Intersection/Bottleneck Program[4,7]	9.06	21.57		**$30.63**	15.66	14.97
High Occupancy Vehicle Lanes		18.87		**$18.87**	0.00	18.87
Intelligent Transportation Systems[5]		29.19		**$29.19**	6.57	22.62
Transit (Partnership Program 2)		109.49		**$109.49**	33.94	75.55
Sustainable Development Projects/Programs	+3.61	+5.21	31.79	**40.61**	12.59	28.02
Cost Overrun/Emergency/New Projects[6]	7.06	19.73	3.53	**30.32**	10.95	19.37
Notes:	**$87.31**	**$211.40**	**$70.64**	**$369.35**	**$114.50**	**$254.85**

1 All funds are reflected in millions of dollars.

2 Includes addition of lanes projects and new roadway projects.

3 Includes **new 8-hour improvements**, alternative fuel vehicle technology, bicycle/pedestrian regional connections, special studies/other, traffic signal improvements, travel demand management/park-and-ride,**intermodal/freight projects,** and local match for other federal projects.

4 Includes safety projects, grade separations, intersection improvements, and bottleneck removals.

5 Includes mobility assistance crews.

6 New projects may include quiet zones, other air quality projects, etc .

7 Local governments and transportation entities within the nine county ozone nonattainment area are eligible for funding under this program.

PARTNERSHIP PROGRAMS 2 AND 3
TIMEFRAME FOR RTC ACTION

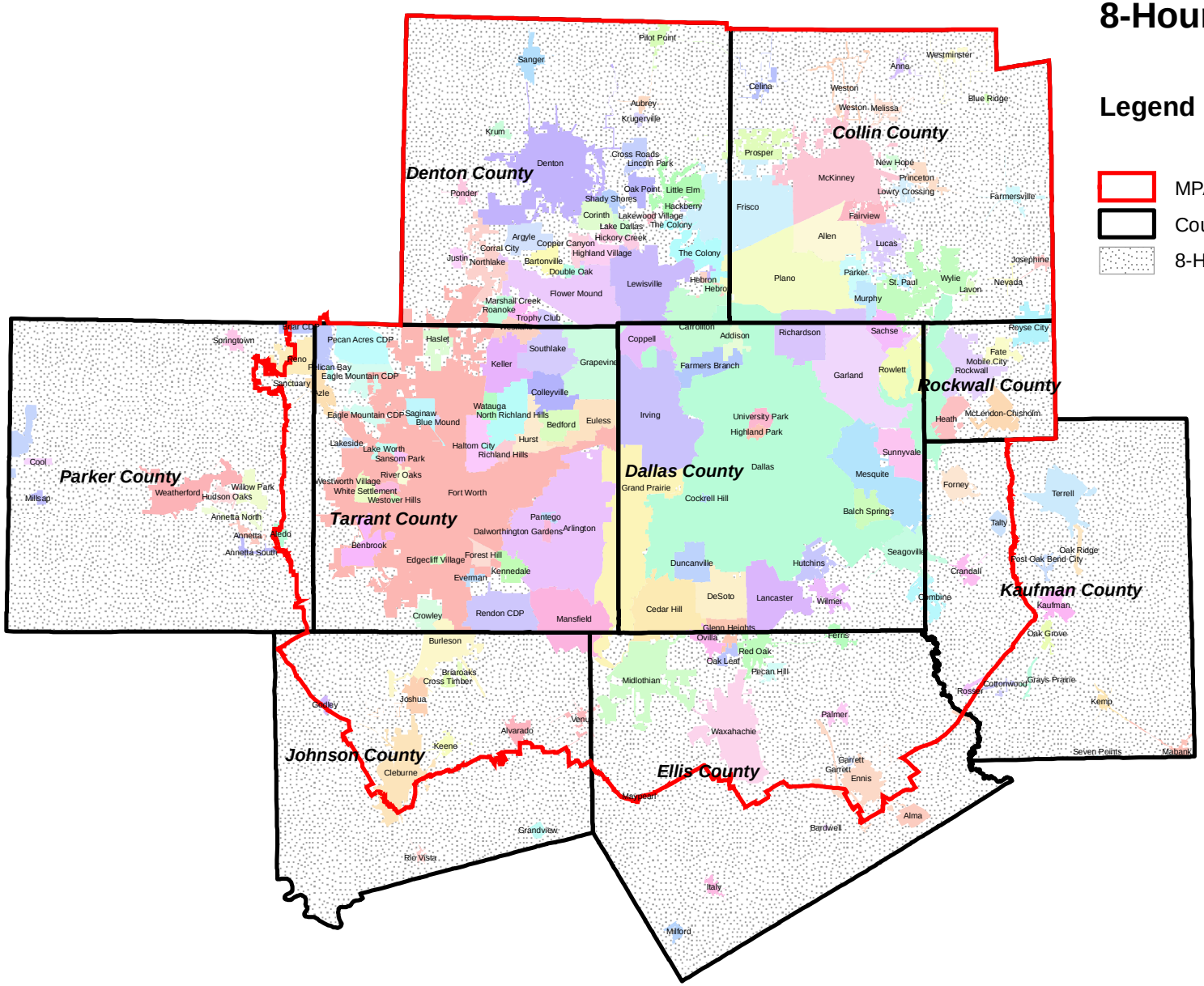
Programs	Submittal Deadline	Implementation Timeline							
	Project Proposals Due by 5:00 P.M.	May/Jun 2005	Jul/Aug 2005	Aug/Sep 2005	Sep/Oct 2005	Nov/Dec 2005	Jan/Feb 2006	Mar/Apr 2006	May/Jun 2006
Arterial Street Program [2]	November 4, 2005								
Local Air Quality Program [3,7]		Under Review							
Freeway Interchange and Bottleneck Program (1/3 federal, 1/3 State, 1/3 local)	October 7, 2005								
Arterial Intersection/Bottleneck Program [4,7]	November 4, 2005								
High Occupancy Vehicle Lanes	--	HOV Commitments Being Monitored							
Intelligent Transportation Systems [5]	November 4, 2005								
Transit (Partnership Program 2)	August 12, 2005								
Sustainable Development Projects/Programs	January 20, 2006								
Cost Overrun/Emergency/New Projects [6]		On Hold							

Notes:

1 All funds are reflected in millions of dollars.
2 Includes addition of lanes projects and new roadway projects.
3 Includes **new 8-hour improvements**, alternative fuel vehicle technology, bicycle/pedestrian regional connections, special studies/other, traffic signal improvements, travel demand management/park-and-ride, **intermodal/freight projects,** and local match for other federal projects.
4 Includes safety projects, grade separations, intersection improvements, and bottleneck removals.
5 Includes mobility assistance crews.
6 New projects may include quiet zones, other air quality projects, etc.
7 Local governments and transportation entities within the nine county ozone nonattainment area are eligible for funding under this program.

▲ = Draft Recommendations Presented to STTC

Dallas-Fort Worth Metropolitan Area Boundary & 8-Hour Nonattainment Area



Legend

- MPA Boundary
- Counties
- 8-Hour Nonattainment Area

North Central Texas Council of Governments
Transportation

PROJECT ELIGIBILITY
Surface Transportation Program-Metro Mobility Funds (STP-MM)
and Congestion Mitigation and Air Quality (CMAQ) FUNDS

PROJECTS ELIGIBLE FOR STP-MM FUNDING

- Any roadway with a functional classification greater than a local road or rural minor collector. All projects must also be designed, constructed, operated and maintained in accordance with state laws, regulations, directives, safety standards, design and construction standards. (See further details on Page 13)
- Roadway widenings on various farm-to-market roads and major arterials, as well as construction of new arterials
- Advanced truck stop electrification systems
- Projects relating to intersections that have disproportionately high accident rates, have high congestion, and are located on a federal-aid highway
- Environmental restoration and pollution abatement (on a 4R project the expenditures for this may not exceed 20 percent of the total cost of the project)
- Control of terrestrial and aquatic noxious weeds and establishment of native species
- Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways (including Interstate highways) and bridges (including bridges on public roads of all functional classifications), including any such construction or reconstruction necessary to accommodate other transportation modes.
- Mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project using STP-MM funds
- Capital Costs for transit projects eligible for assistance under Chapter 53 of Title 49, including vehicle and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus
- Carpool projects, fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways and the modification of public sidewalks to comply with the American Disabilities Act.
- Highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings
- Highway and transit research and development and technology transfer programs
- Capital and operating costs for traffic monitoring, management, and control facilities and programs
- Surface transportation planning programs
- Transportation enhancement activities
- Transportation control measures listed in the Clean Air Act
- Development and establishment of management systems under Section 303
- Infrastructure-based intelligent transportation systems capital improvements
- Environmental restoration and pollution abatement projects (including the retrofit or construction of storm water treatment systems) to address water pollution or environmental degradation caused or contributed to by transportation facilities. These projects shall be carried out when the transportation facilities are undergoing reconstruction, rehabilitation, resurfacing or restoration; however, environmental restoration or pollution expenditures should not exceed 20 percent of the total cost of the reconstruction, rehabilitation, resurfacing, or restoration project.

PROJECT ELIGIBILITY
Surface Transportation Program-Metro Mobility Funds (STP-MM)
and Congestion Mitigation and Air Quality (CMAQ) Funds, Continued

LOCATION OF STP-MM PROJECTS

- Surface transportation program projects may not be initiated on roads functionally classified as local or rural minor collectors, unless such roads are on a Federal-aid highway system on January 1, 1991, and except as approved by the Department of Transportation

CMAQ PROJECT ELIGIBILITY-GENERAL CONDITIONS

- All projects and programs must come from a conforming transportation plan and Transportation Improvement Program (TIP)
- CMAQ funds should be used for establishment of new or expanded transportation projects and programs to help reduce emissions
- Projects designed to reduce air quality emissions in nonattainment or maintenance areas and projects in close proximity to nonattainment and maintenance areas that can be demonstrated to improve air quality in such areas are eligible. FHWA guidance specifically states that intercity and high speed rail projects can be considered under this criteria.

Operating Assistance

- For start up of viable new transportation services which can demonstrate air quality benefits and eventually will be able to cover their costs to the maximum extent possible. Other established funding sources should supplement and ultimately supplant the use of CMAQ funds for operating assistance
- Operating assistance includes all costs related to provision of new transportation services including, but not limited to, labor, administrative cost and maintenance
- When using CMAQ funds for operating assistance, local share requirements still apply.
- Operating assistance is limited to new transit services, and new or expanded transportation demand management strategies.
- Operating assistance under the CMAQ program is limited to 3 years, except as noted elsewhere in this guidance.

Emission Reductions

- Projects must be expected to result in tangible reductions in ozone precursor emissions

Public Good

- Projects should be for the good of the general public. Public-private partnerships may be eligible so long as a public good (i.e., reduced emissions) results from the project.

CMAQ ELIGIBLE ACTIVITIES AND PROJECTS

1. **Transportation Activities in an Approved State Implementation Plan or Maintenance Plan**

2. **Transportation Control Measures (TCMs)**

- Programs for improved or expanded public transit
- Restriction or construction of certain roads or lanes to passenger buses or HOV
- Employer-based transportation management plans, including incentives
- Trip-reduction ordinances
- Traffic flow improvement programs that achieve emission reductions
- Fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service
- Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentrations particularly during periods of peak use
- Programs for the provision of all forms of high-occupancy, shared-ride services
- Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both in time and place
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
- Programs to control extended idling of vehicles
- Reducing emissions from extreme cold-start conditions
- Employer-sponsored programs to permit flexible work schedules
- Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for Single-Occupant Vehicle (SOV) travel, as part of transportation planning and development efforts of a locality
- Programs for new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation

3. Extreme Low-Temperature Cold Start Programs

- Retrofitting vehicles and fleets with water and oil heaters
- Installing electrical outlets and equipment in publicly-owned garages or fleet storage facilities

4. Public-Private Partnerships

- Activities eligible to be considered as meeting the local match requirements under the public-private partnership provisions include: a) ownership or operation of land, facilities or other physical assets; b) carrying out construction or project management; and c) other forms of participation approved by the U.S. DOT Secretary
- Alternative fuel privately-owned vehicles or fleets—CMAQ funding is limited to the Federal share of the incremental cost of an alternative fueled vehicle compared to a conventionally fueled vehicle
- Programs to encourage removal of pre-1980 vehicles, is specifically excluded from the CMAQ program by the TEA-21 legislation.
- It remains the responsibility of the cooperating public agency to apply for CMAQ funds through the metropolitan planning process and to oversee and protect the investment of Federal funds in a public-private partnership. The TEA-21 requires that a legal, written agreement be in place between the public agency and private or non-profit entity before implementing a CMAQ-funded project. These agreements should clearly specify the items for which CMAQ funding will be used; the roles and responsibilities of the participating

agencies; cost-sharing arrangements for capital investments and/or operating expenses; and how the disposition of land, facilities and equipment will be effected should the original terms of the agreement be changed, such as insolvency or a change in the ownership of the private entity. Since the public benefit is air quality improvement, it is expected that future funding proposals involving private entities will demonstrate strong emission reduction benefits.

5. Alternative Fuels

- Purchase of publicly-owned, alternative fuel vehicles and facilities
- The establishment of publicly owned, on-site fueling facilities and other infrastructure needed to fuel alternative-fuel vehicles (If privately-owned fueling stations are in place and are reasonably accessible and convenient, then CMAQ funds may not be used to construct or operate publicly-owned fueling stations except under a public-private partnership.)

6. Traffic Flow Improvements

- Traffic signal modernization, coordination, or synchronization projects designed to improve traffic flow within a corridor or throughout an area like a central business district
- Intelligent Transportation Systems (ITS), traffic management, and traveler information systems. ITS projects must demonstrate consistency with the National ITS Architecture.
- Operating expenses for traffic flow improvements where they can be shown to have air quality benefits, where the expenses are incurred from new or additional services, and previous funding mechanisms, such as fares or fees for services, are not displaced.
- Emission benefits from traffic flow improvements tend to last for 4-5 years. Beyond that initial timeframe, air quality benefits would be no longer be viable.

7. Transit Projects

- The general guideline for determining eligibility of transit projects is whether an increase in transit ridership can reasonably be expected to result from the project
- Facilities--New transit facilities are eligible if they are associated with new or enhanced mass transit service. If the project is rehabilitation, reconstruction, or maintenance of an existing facility, it is not eligible since there would be no change in emissions caused by the project.
- Vehicles--Acquisition of new transit vehicles (bus, rail, van) to expand the fleet are eligible. New vehicles acquired as replacements for existing fleet vehicles are also eligible; however, diesel-powered replacement vehicles will have minimal impact on attaining the ozone, PM, and CO standards. For these projects in particular, emissions effects must be documented so that they can be arrayed with other CMAQ proposals and allow informed decisions on the best use of available funds.
- Operating Assistance--Start-up of new transit services. In order to be eligible, the service must be a discrete, new addition to the system for which operating costs can be easily identified. Operating assistance is available for a maximum of 3 years, after which other sources of funding must be used to continue the service.
- Fare subsidies--Eligible if the reduced or free fare is part of an overall program to prevent exceedances of air quality standards during periods of high pollutant levels.

PROJECT ELIGIBILITY
Surface Transportation Program-Metro Mobility Funds (STP-MM)
and Congestion Mitigation and Air Quality (CMAQ) Funds, Continued

8. Bicycle and Pedestrian Facilities and Programs

- Construction of bicycle and pedestrian facilities
- Non-construction projects related to safe bicycle use
- Establishment and funding of State bicycle/pedestrian coordinator positions for promoting and facilitating the increased use of non-motorized modes of transportation (includes public education, promotional, and safety programs for using such facilities).

9. Travel Demand Management (TDM)

- Market research and planning in support of TDM implementation
- Traffic calming measures are eligible on a case by case basis dependent upon resulting emission benefits
- Capital expenses required to implement TDM measures
- Operating assistance to administer and manage TDM programs for up to 3 years
- Marketing and public education efforts to support and bolster TDM measures

10. Outreach and Rideshare Activities

- Outreach activities--public education on transportation and air quality initiatives, advertising of transportation alternatives to SOV travel, and technical assistance to employers or other outreach activities relating to the promotion of non-SOV travel options (may be funded under the CMAQ program for an indefinite period)
- Marketing programs--to increase use of transportation alternatives to SOV travel and public education campaigns involving the linkage between transportation and air quality Includes transit "stores" selling fare media and dispensing route and schedule information which occupy leased space.)
- Carpooling and Vanpooling--Includes computer matching of individuals seeking to carpool and employer outreach to establish rideshare programs. CMAQ-funded vanpool activities must be for new or expanded service to be eligible and are subject to the 3-year limitation on operating costs. Nonetheless, CMAQ funds should not be used to buy or lease vans that would be in direct competition with and impede private sector initiatives.
- Transportation Management Associations (TMA)--The establishment of TMAs is eligible provided that the TMA performs a specified purpose in the project agreement that will be part of an air quality improvement strategy. Eligible costs include coordinating and marketing rideshare programs, providing shuttle services, developing parking management programs, etc. Operating and administrative expenses are limited to 3 years. However, funding maybe made available to specific projects beyond the three-year “new operations” window.
- Conduct outreach activities that provide assistance to diesel equipment and vehicle owners and operators regarding the purchase and installation of diesel retrofits

11. Telecommuting

- Planning, technical, and feasibility studies, along with training, coordination, marketing and promotion are eligible, while physical establishment or construction of telecommuting centers, computer and office equipment purchases and related activities are not eligible,

12. Fare/Fee Subsidy Programs

- User fare or fee subsidies that encourage greater use of alternative travel modes (e.g., carpool, vanpool, transit, bicycling and walking)
- Subsidy of transit fares--only if the reduced fare is part of a program to reduce SOV use during episodes of high pollutant concentrations
- Other demand management strategies--subsidy of fares or fees for vanpools, shuttle services, flat-fare taxi programs and other demand management strategies. As with operating assistance, there is a maximum 3-year time limit.

13. Intermodal Freight

- Improvement of intermodal freight facilities where air quality benefits can be shown

14. Planning and Project Development Activities

- Project development activities that lead to construction of facilities or new services and programs with air quality benefits, such as preliminary engineering or project planning studies are eligible (includes studies for the preparation of environmental or NEPA documents and related transportation/air quality project development activities)
- Project development studies directly related to a TCM (In the event that air quality monitoring is necessary to determine the air quality impacts of a proposed project which is eligible for CMAQ funding, the costs of that monitoring are also eligible.)
- Projects to plan, develop, assess, or construct new High Occupancy Toll lanes are eligible, as long as they are part of the Value Pricing Program under TEA-21.

15. Emission Inspection/Maintenance (I/M) Programs

- Construction of facilities and purchase of equipment for I/M stations
- Projects necessary for the development of I/M programs and one-time start-up activities, such as updating quality assurance software or developing a mechanic training curriculum
- Operating expenses--the I/M program must constitute new or additional efforts, and existing funding (including inspection fees) should not be displaced. Operating expenses are only eligible for 3 years.
- Construction of publicly-owned I/M facilities, purchase of equipment, and facility operation for up to 3 years
- Establishment of I/M programs at privately-owned stations, such as service stations that own the equipment and conduct emission test-and-repair services, can be funded under the CMAQ program under the provisions covering "public-private partnerships." If the State relies on private stations, State or local administrative costs for the planning and promotion of the State's I/M program may be funded under the CMAQ program.
- Establishment of "portable" I/M programs are eligible, provided that they are public services, contribute to emission reductions and do not conflict with statutory I/M requirements or EPA implementing regulations

16. Magnetic Levitation Transportation Technology Deployment Programs

- Planning, engineering, and construction of Magnetic Levitation Transportation Technology

17. Experimental Pilot Projects

- Experimental projects that can reasonably be defined as "transportation" projects and for which emission reductions can be reasonably expected "through reductions in vehicle

miles traveled (VMT), fuel consumption or through other factors." The CMAQ program can be used to support a well-conceived project even if the proposal may not otherwise meet the eligibility criteria of this guidance.

- Proposals submitted for funding under this provision should show promise in reducing transportation emissions in nonattainment or maintenance areas and should have the concurrence of the MPO, State transportation agency and the FHWA/FTA. Such proposals must also be coordinated with EPA and State/local air quality agencies. As such, before-and-after studies are required to determine the actual project impacts on the transportation network (measured in VMT or trips reduced, or other appropriate measure) and on air quality (emissions reduced). An assessment of the project's benefits should be forwarded to FHWA or FTA documenting the immediate impacts as well as a projection of the project's long-term benefits.

18. Advanced Truck Stop Electrification Systems

- Establish or operate advanced truck stop electrification systems

19. Integrated, Interoperable Emergency Communications Equipment

- Involve the purchase of integrated, interoperable emergency communications equipment

20. Diesel Retrofits

- Involve the purchase of diesel retrofits that are for motor vehicles or non-road vehicles and non-road engines used in construction projects located in ozone or particulate matter nonattainment or maintenance areas

PROJECTS NOT ELIGIBLE FOR CMAQ FUNDING

- Scrappage programs
- Construction projects which will add new capacity for SOV (unless the project consists of a HOV facility that is available to SOV *only* at off-peak travel times)
- Construction of added capacity for SOV means the addition of general purpose through lanes to an existing facility, which is not HOV lanes, or construction of a highway at a new location.
- Routine maintenance projects, rehabilitation and maintenance activities
- Replacement-in-kind of track or other equipment, reconstruction of bridges, stations and other facilities, and repaving or repairing
- Projects which are outside of nonattainment or maintenance area boundaries (except in cases where the project is located in close proximity to the nonattainment or maintenance area and the benefits will be realized primarily within the nonattainment or maintenance area boundaries)
- Public-private partnerships involving the implementation of statutorily mandated measures (e.g., phase-in of alternatively fueled fleets)
- General planning activities, such as economic or demographic studies, that do not directly propose or support a transportation/air quality project or are too far removed from project development to ensure any emission reductions
- Preparation of NEPA or other environmental documents that are not related to a transportation project to improve air quality

- Region- or area-wide air quality monitoring

CMAQ PROJECT SELECTION PROCESS-GENERAL CONDITIONS

- Proposals for CMAQ funding should include a precise description of the project, providing information on the project's size, scope and timetable. An assessment of the proposal's expected emission reductions in accordance with the provisions described below is also required.
- Quantitative Air Quality Analyses--Quantitative assessment of how the proposal is expected to reduce emissions is extremely important to assist areas in developing and funding the most effective projects in nonattainment and maintenance areas. They also provide an objective basis for comparing the costs and benefits of competing proposals for CMAQ funding. Since States are required to submit annual reports (see discussion below), analysis of air quality benefits for individual project proposals will assist in their preparation. It is particularly important to assess and quantify the benefits of projects that increase or improve basic transportation services. This includes assessing emission reductions of transit, traffic flow improvements, ITS projects and programs, ridesharing, bicycle and pedestrian improvements. In addition, analyses are expected for conversions to alternative fuels and for I/M programs. Decisions regarding the level and type of air quality analysis needed, as well as the credibility of its results, are left to FTA and FHWA field staff, in consultation with EPA. Across the country, State and local transportation/air quality agencies have different approaches, analytical capabilities and technical expertise with respect to such analysis. At the national level, it is not feasible to specify a single method of analysis applicable in all cases. While no single method is specified, every effort must be taken to ensure that determinations of air quality benefits are credible and based on a reproducible and logical analytical procedure that will yield quantitative results of emission reductions. Of course, if an air quality analysis has been done for other reasons, it may also be used for this purpose.
- Qualitative Air Quality Assessment--Although quantitative analysis of air quality impacts is required whenever possible, some improvements may not lend themselves to rigorous quantitative analysis because of the project's characteristics or because practical experience is lacking to adequately analyze the project. In these cases, a qualitative assessment based on a reasoned and logical examination of how the project or program will decrease emissions and contribute to attainment or maintenance of a NAAQS is appropriate and acceptable. Public education, marketing and other outreach efforts fall into this category. The primary benefit of these activities is enhanced communication and outreach that is expected to influence travel behavior, and thus, air quality. Yet tracing the benefits to air quality through the intervening steps requires a multi-disciplinary approach that incorporates market research analysis, base case documentation, surveying, and other analytical techniques, which may not be readily available to many transportation agencies. As such, these projects which can include advertising alternatives to SOV travel, employer outreach, public education campaigns, and communications or outreach to the public during "ozone alerts," or similar programs do not require a quantitative analysis of air quality benefits.
- Analyzing Groups of Projects--In many situations, it may be more appropriate to examine the impacts of more comprehensive strategies to improve air quality by grouping TCMs. A strategy to reduce reliance on single-occupant vehicles in a travel corridor, for example,

could include transit improvements coupled with demand management. The benefits of such a strategy could be evaluated together rather than as separate projects. Transit improvements ridesharing programs or other TCMs affecting an entire region may be best analyzed in this fashion.

Sources:

1. The Congestion Mitigation and Air Quality Improvement (CMAQ) Program Under the Transportation Equity Act for the 21st Century (TEA-21) Program Guidance--April 1999.

2. Texas Department of Transportation Unified Transportation Program.

3. CMAQ and STP-MM Guidance in SAFETEA-LU

STP-MM ELIGIBILITY
BASED ON FUNCTIONAL CLASS

Functional Classification Eligibility	
U & R: Principal Arterials, including Interstates	Eligible
U & R: Major Arterials	Eligible
U: Collectors	Eligible
R: Major Collectors	Eligible
R: Minor Collectors	Not Eligible
U: Local Streets	Not Eligible
R: Local Roads	Not Eligible

U = Urban

R = Rural

Definitions:

U Principal Arterials: Primary purpose is mobility and most will control access.

R Principal Arterials: Includes all rural freeways, serves urban areas of 50,000+ populations

U Major Arterials: Mobility is the primary function, but access is not purposely controlled.

R Major Arterials: Non-interstate freeways and arterials streets that primarily serve large volumes of through-traffic in rural areas

U Collectors: Serves the combined purposes of vehicular movement and access to adjacent property. They also provide circulation to residential, commercial, and industrial areas.

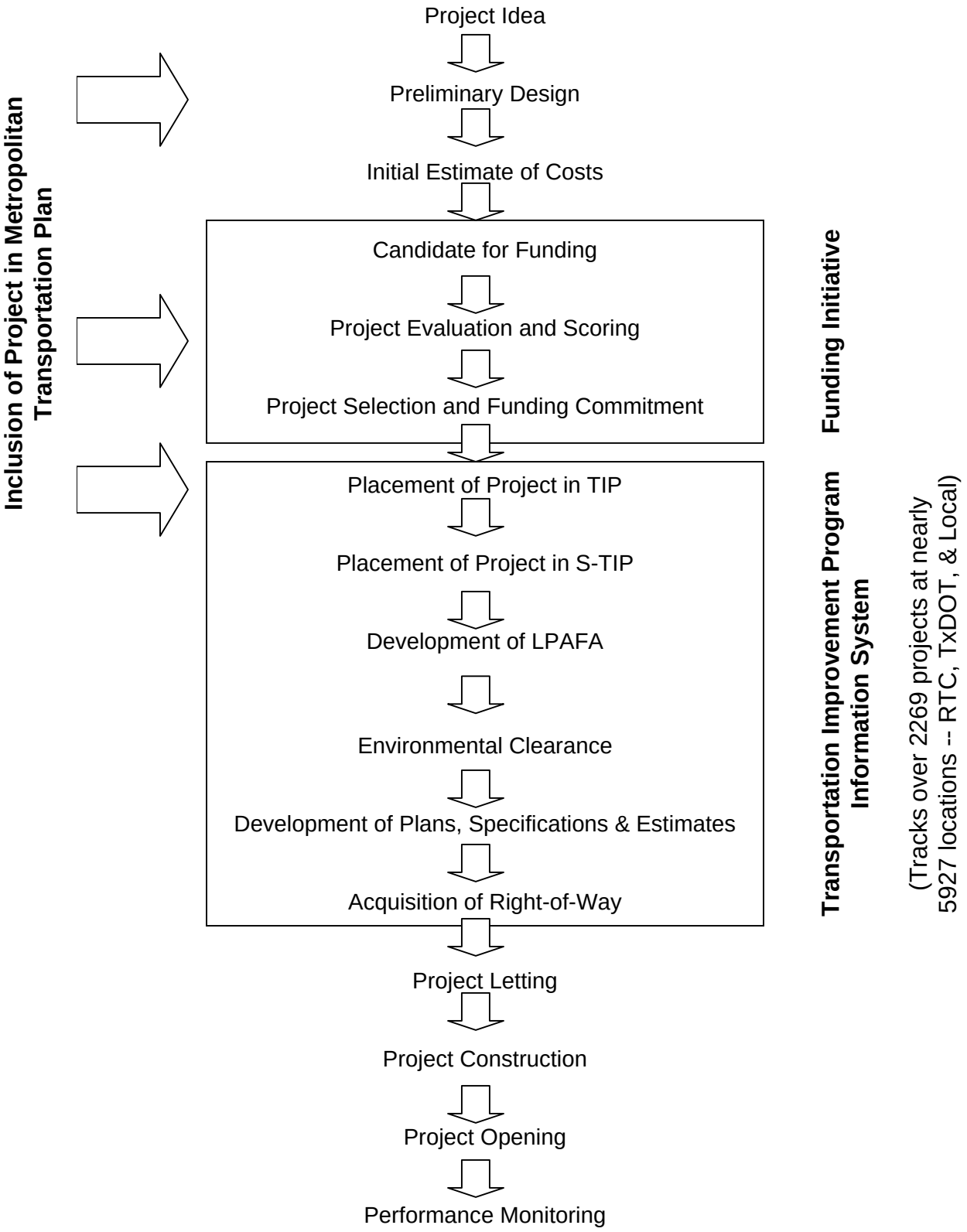
R Major Collectors: Link unpopulated traffic generators with nearby larger towns or cities, or with routes of higher classification

R Minor Collectors: Collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road.

U Local streets: Primary purpose is access

R Local Streets: Provides the most frequent access to adjacent land and higher-order roadway, access is primary purpose

Tracking Projects Through the Project Development Process



PROJECT IMPLEMENTATION

1. The following steps are necessary for Surface Transportation Program--Metropolitan Mobility (STP-MM) or Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects to be implemented by the transit authorities or providers through the Federal Transportation Authority (FTA):

- The project is approved for funding by the Regional Transportation Council (RTC) in the current fiscal year and included in the Statewide Transportation Improvement Program (STIP).
- The implementing agency sends a letter to North Central Texas Council of Governments (NCTCOG) requesting that the funds be transferred to FTA.
- NCTCOG staff verifies that the project(s) is/are included appropriately in a currently approved "STIP."
- NCTCOG staff then drafts a letter to Texas Department of Transportation (TxDOT) including the following information:
  - -NCTCOG Project Code
  - -TxDOT CSJ
  - -Project Description
  - -Amount of Federal Funds Requested for Transfer (Please note that this may not be full project amount in that CSJ)
  - -Funding Category
  - -FTA Grant Number [supplied by requesting agency] (e.g., TX-90-XXX-X)
- The TxDOT District Office verifies the information and makes a request to Austin.
- TxDOT Austin forwards the request to Federal Highway Administration (FHWA)
- FHWA Division Office confirms the apportionment amount(s) available for transfer.
- FHWA then transfers the funding to FTA.
- The "grantee" submits application for the project in their annual grant application.
- Once FTA approves the requesting agency's grant application, funding is available.
- Refer to the Memorandum from FTA and FHWA titled "Procedures for Transferring FHWA Funds to and from the FTA under the New Provisions of the TEA-21." Additional information may become available through guidance associated with the new transportation bill.

2. The following steps are necessary for STP-MM and CMAQ projects to be implemented through the TxDOT:

- The project is approved for funding by the RTC in the current fiscal year.
- NCTCOG staff will notify the affected agency of project approval and the initial steps to access the programmed funding.
- Federal agencies review and approve the STIP and Air Quality Conformity Determination.
- Implementing agency contacts TxDOT for initial direction.
- TxDOT schedules a meeting to discuss the steps, processes, timeframes, etc.
- TxDOT and the implementing agency execute an agreement (this step includes review by legal staff of both agencies and review by TxDOT Austin)
- Upon agreement execution,
  - -a Request for Proposals (RFP) can be issued to obtain consultants
  - -Please note that TxDOT must approve the RFP and procurement procedures, and sign off on contract with selected consultant

-the implementing agency can initiate their own engineering, or
-the implementing agency can request that TxDOT engineer the project.

- Upon consultant selection or other determination of engineering, a "kick-off" meeting with implementing agency (and consultants) is held before work begins.
- Project implementation includes the following:
  - Engineering and corresponding TxDOT review at 30%, 60%, 90% and 95-100% plan stages
    --Funding options for engineering:
    80% federal, 20% local (off-system)
    80% federal, 20% state (on-system)
    100% state (on-system)
    100% local (off-system)
  - Environmental clearance options:
    --Blanket Categorical Exclusion
    --Categorical Exclusion
    --Environmental Assessment (results Finding of No Significant Impact)
    --Environmental Impact Statement (only for major projects)
  - Right-of-way (ROW) acquisition
    --TxDOT will only cover ROW costs for on-system projects, in which the construction match is provided by TxDOT
    --May include condemnation proceedings
    --Funding options for on-system projects with TxDOT participation in cost:
    On-System: 90% state, 10% local **or** 80% federal, 10% state, 10% local
    F.M.: 90% state and 10% local **or** 80% federal, 20% local
    Off-System: 100% local **or** 80% federal, 20% local
  - Utility relocation and drainage
  - Construction letting:
  -TxDOT performs the following:
    --Advertise for construction bids
    --Issue bid proposals
    --Receive and tabulate bids
    --Award contract
    --Supervise and inspect all work
  -Construction costs include:
    --Contract bid items
    --Construction engineering and contingencies (state inspection costs of contract bid items)
    --State inspection costs for city purchased/installed traffic signal equipment
  -Another option for projects such as signal retiming is for local implementing agency to complete the project under a "local force account"; however, there must be an agreement in place with TxDOT for that agency. Work is then done by local implementing agency employees for later reimbursement

Local Government Project Procedures (LGPP) Modules

LGPP Modular Links

1. Introduction to Local Government Project Procedures (view PDF)
2. Planning and Programming (view PDF)
3. Contracting with TxDOT (AFAs) (view PDF)
4. Site Identification and Survey (view PDF)
5. Environmental Affairs (view PDF)
6. Right of Way, Other Land and Utilities (view PDF)
7. Preliminary Engineering and PS&E (view PDF)
8. Building Architecture (view PDF)
9. Traffic Operations Projects (view PDF)
10. Bridges (view PDF)
11. Construction (view PDF)
12. Procurement of Other Goods and Services (view PDF)
13. Maintenance (view PDF)
14. Finance (view PDF)
15. Audit (view PDF)

Modular Appendices for Selected Local Government Program Information

A. Form of Master Advance Funding Agreement (view PDF)
B. Colonia Program Example Payment Package - Form 2089 (download self-extracting executable of MS-Word)
C. Safe Routes to School Program Links

TxDOT Contact Information

Links identified by (view PDF) are in Adobe Acrobat® Portable Document Format (PDF). For free download see TxDOT Tools. Read Help for self-extracting executable download instructions.

Page Information:

This page provides information about transportation projects developed by local governments under the oversight of TxDOT.

General Counsel Office.

This Access Adobe Web Site has links to resources to help people with disabilities work more effectively with Adobe software.

BOTTLENECK AND INTERCHANGE LOCATIONS
IDENTIFIED IN THE MOBILITY 2025 – AMENDED APRIL 2005

MOBILITY 2025 – AMENDED APRIL 2005
REMAINING BOTTLENECK LOCATIONS

DALLAS DISTRICT

TxDOT DISTRICT	FACILITY	LIMITS		DESCRIPTION	DIRECTION	PEAK PERIOD
		FROM	TO			
18	DNT	Belt Line Road	Spring Valley Road	Bottleneck due to merging traffic.	Southbound	a.m.
18	DNT	Royal Lane	I.H. 635	Bottleneck due to lane drop at I.H. 635 and merging traffic.	Northbound	p.m.
18	I.H. 30	East Grand Avenue	Haskell Avenue	Bottleneck due to the lane drop at I.H. 45 interchange and merging traffic.	Westbound	a.m.
18	I.H. 30	Jim Miller Road	Ferguson Road	Bottleneck due to weaving traffic.	Westbound	a.m.
18	I.H. 30	Haskell Avenue	East Grand Avenue	Bottleneck due to the lane drop at I.H. 45 interchange and merging traffic.	Eastbound	p.m.
18	U.S. 75	Allen Road	Bethany Drive	Bottleneck due to merging traffic.	Southbound	a.m.
18	U.S. 75	Belt Line Road	I.H. 635	Bottleneck due to lane drop and construction at the I.H. 635 interchange.	Southbound	a.m.
18	U.S. 75	Forest Lane	I.H. 635	Bottleneck due to lane drop and construction at the I.H. 635 interchange.	Northbound	a.m.
18	U.S. 75	Mockingbird Lane	Knox Street	Bottleneck due to lane drop and construction at the I.H. 635 interchange.	Southbound	a.m.
18	U.S. 75	Royal Lane	I.H. 635	Bottleneck due to lane drop and construction at the I.H. 635 interchange.	Northbound	p.m.
18	U.S. 75	Mid Park Road	I.H. 635	Bottleneck due to lane drop and construction at the I.H. 635 interchange.	Southbound	p.m.
18	Spur 366	I.H. 35E	U.S. 75	Bottleneck due to congestion on I.H. 35E ramp and weaving traffic.	Eastbound	p.m.

FORT WORTH DISTRICT

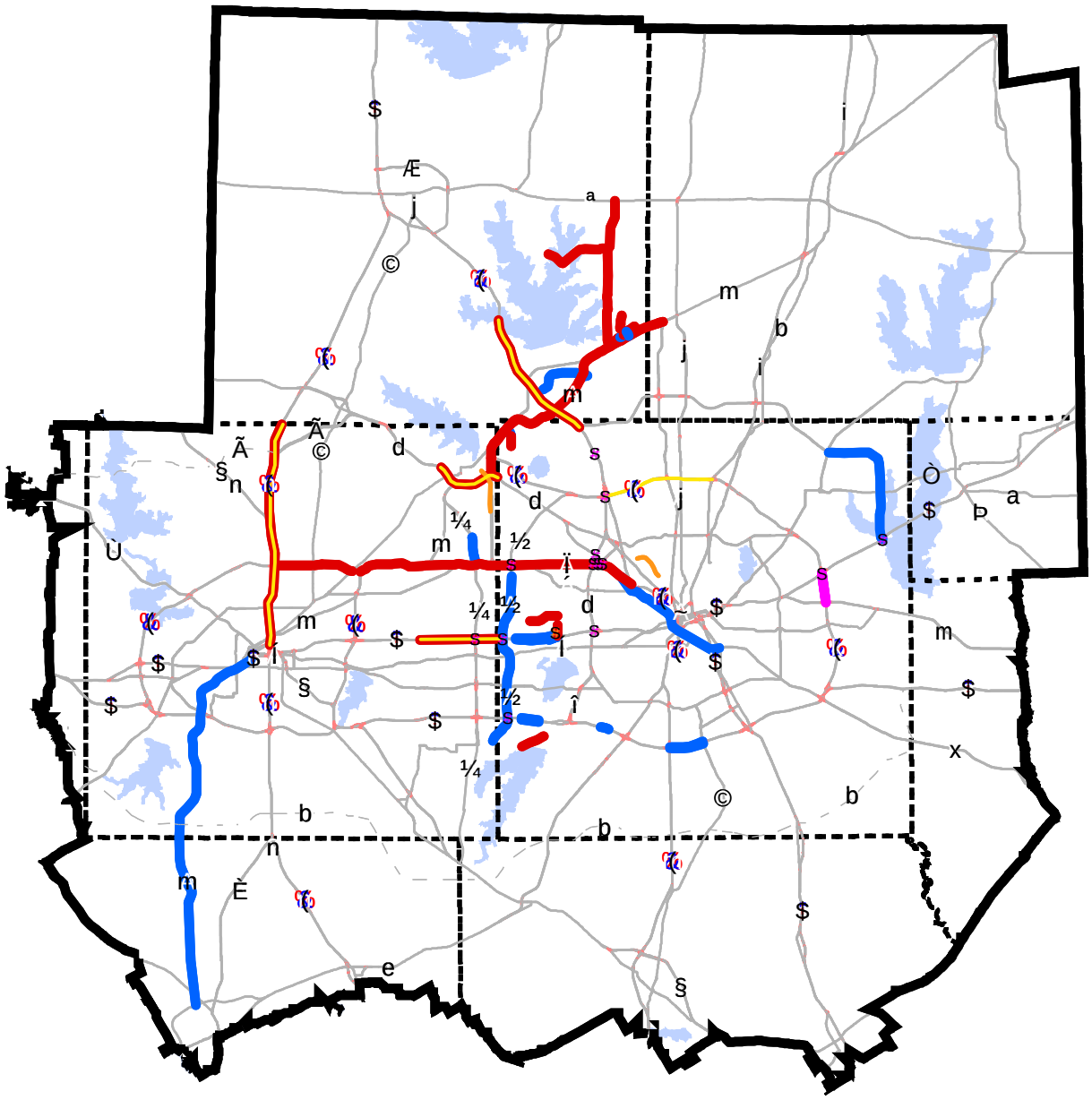
TxDOT DISTRICT	FACILITY	LIMITS		DESCRIPTION	DIRECTION	PEAK PERIOD
		FROM	TO			
2	S.H. 114	Ira E. Woods Ave.	S.H. 121	Bottleneck due to merging traffic.	Eastbound	a.m.
2	S.H. 183	Industrial Blvd.	S.H. 121	Bottleneck due to lane drop at Bedford Road.	Westbound	p.m.

The bottleneck locations listed above were identified from the vehicular densities of aerial photos and compared to bottleneck projects currently in TIP, corridors projected to be reconstructed by 2010 and corridors undergoing major investment studies. The table above lists the remaining bottleneck locations in 2003.

Source: Skycomp, Inc."Traffic Conditions in the Dallas-Fort Worth Metropolitan Area Final Report", Spring 2003

2004 Partnership Program 1 Funded Projects

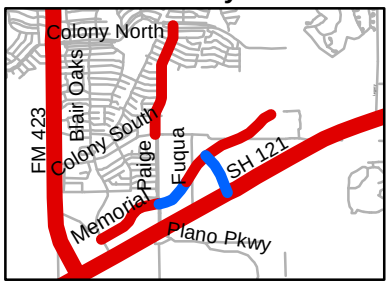
Selected by the RTC



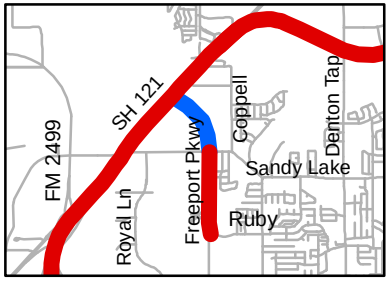
Legend

- Addition of Lanes
- HOV / Managed Lanes
- Interchange
- New Roadway
- Park & Ride/Rail Transit

The Colony Area



Coppell Area



North Central Texas Council of Governments
Transportation

Projects Currently Programmed

Motorist information systems
Major incident detection/response equipment
Freeway incident management training
Motorist Assistance Patrol/minor incident management

Program 1: Advanced Traveler Information System

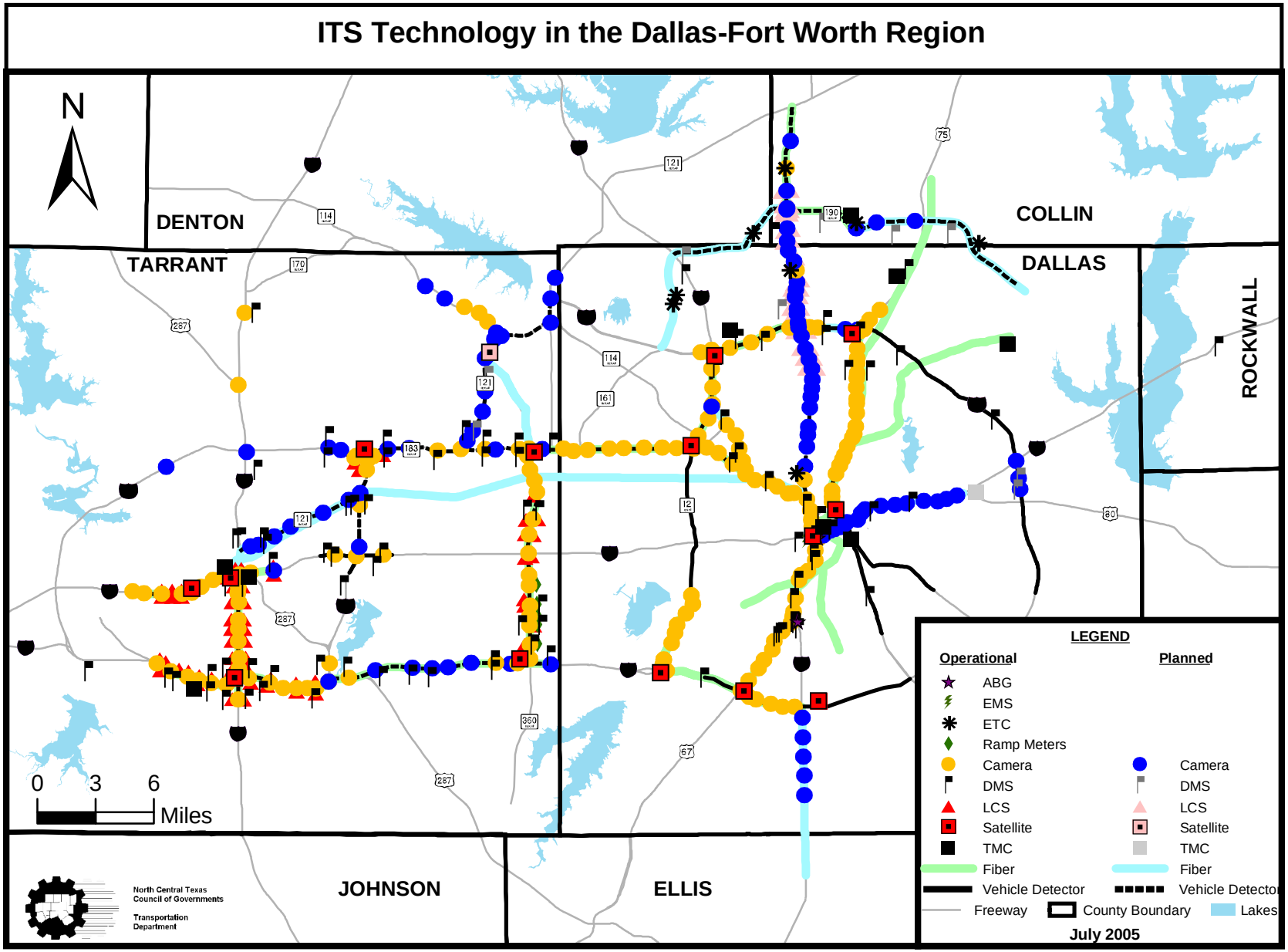
Integration of information system across jurisdictional lines (seamless system)
Real-time information on traffic conditions and travel opportunities
Varied communication technologies linked to transportation management centers
Pre-trip travel information
En-route travel information
Integration of personal, public and freight transportation systems and services

Program 2: Advanced Traffic Management System

Traffic management
Major incident response/clearance
Integration of freeways and toll roads, HOV lanes, and strategic arterials
Changeable message signs
Closed-circuit television cameras
Lane control signals
Ramp meters
Mobility Assistance Patrols
Coordinated freeway operational plans

Program 3: Advanced Public Transportation System

Automated data collection
Automatic vehicle location
Transit management centers integrated with distributed traffic management centers
Enhanced safety systems
Personalized public transportation (demand responsive and flexible routing)
Electronic fare collection
Dynamic ride-matching
Automated fleet maintenance
Transit operator-based traffic incident verification
Automated HOV occupancy verification, enforcement and operations
Special events management


ITS Technology in the Dallas-Fort Worth Region
N
DENTON
COLLIN
TARRANT
DALLAS
ROCKWALL
JOHNSON
ELLIS
0 3 6
Miles
North Central Texas Council of Governments
Transportation Department
LEGEND
Operational
Planned
ABG
EMS
ETC
Ramp Meters
Camera
DMS
LCS
Satellite
TMC
Fiber
Vehicle Detector
Freeway
County Boundary
Lakes
July 2005

FORT WORTH REGIONAL
INTELLIGENT TRANSPORTATION SYSTEM PLAN

by

Poonam B. Wiles, P.E.
Associate Research Engineer
Texas Transportation Institute

Scott Cooner
Assistant Research Scientist
Texas Transportation Institute

and

Carol H. Walters, P.E.
Research Engineer
Texas Transportation Institute

Contributing Authors: James D. Carvell, Edward J. Seymour,
Cynthia Weatherby, Don Szczesny and Diana Wallace
Texas Transportation Institute

Final Report
Project Number 407840
Study Title: Fort Worth Regional ITS Plan
Sponsored by the
Texas Department of Transportation
In Cooperation with the
U.S. Department of Transportation
Federal Highway Administration

January 1999

TEXAS TRANSPORTATION INSTITUTE
The Texas A&M University System
College Station, Texas 77843-3135

TABLE OF CONTENTS

TABLE OF CONTENTS

Chapter **Page**

DALLAS AREA-WIDE
INTELLIGENT TRANSPORTATION SYSTEM PLAN

by

James D. Carvell, Jr.
Research Engineer
Texas Transportation Institute

Edward J. Seymour
Research Engineer
Texas Transportation Institute

Carol H. Walters
Research Engineer
Texas Transportation Institute

and

Timothy R. Starr
Assistant Research Engineer
Texas Transportation Institute

Contributing Authors: Kevin Balke, Vickie Morris, Cynthia Weatherby and Poonam Wiles
Texas Transportation Institute

Preliminary Draft Report
Project Number 9-591
Study Title: Dallas Area ITS Plan
Sponsored by the
Texas Department of Transportation
In Cooperation with the
U. S. Department of Transportation
Federal Highway Administration

July 1996

TEXAS TRANSPORTATION INSTITUTE
The Texas A&M University System
College Station, Texas 77843-3135

TABLE OF CONTENTS

NORTH TEXAS REGIONAL ITS ARCHITECTURE

In January 2001, the Federal Highway Administration (FHWA) issued a final rule to implement section 5206(e) of the Transportation Equity Act for the 21st Century (TEA-21), which requires ITS projects funded through the highway trust fund to conform to the National/Regional ITS Architecture and applicable standards. The final rule outlines the following eight elements that Regional ITS Architecture is required to address. All items listed below are available at http://nortex-its.org/Architecture/ArchHome.htm.

Regional ITS Architecture Item	Response and/or Status
A description of the region	Please refer to the following Internet link for response. http://nortex-its.org/Architecture/ArchHome.htm
Identification of participating agencies and other stakeholders	Please refer to the following Internet link for response. http://nortex-its.org/Architecture/Stakeholders.htm
An operational concept that identifies the roles and responsibilities	Please refer to the following Internet link for response. http://nortex-its.org/Architecture/StakeholderRoles.pdf
Any agreements	Please refer to the following Internet link for response. http://nortex-its.org/Architecture/StakeholderAgreements.htm
System functional requirements	Please refer to the following Internet links for response. http://nortex-its.org/Architecture/TxDOTArch.htm http://nortex-its.org/Architecture/CityArch.htm http://nortex-its.org/Architecture/EMArch.htm http://nortex-its.org/Architecture/PlanningArch.htm http://nortex-its.org/Architecture/PublicTransitArch.htm http://nortex-its.org/Architecture/TollArch.htm
Interface requirements and information exchanges	
Identification of ITS standards	Please refer to the following Internet link for response. http://nortex-its.org/Architecture/Standards.htm
The sequence of projects required for implementation	Please refer to the following Internet link for response. http://nortex-its.org/Architecture/Priority_of_MP.htm

CONSTRUCTION COST RANGES

Arterial Capacity (excluding ROW)	$520,000-$1.1 million per lane-mile
Intersection Improvements (excluding ROW)	$80,000-$130,000 per turn lane
New Signals (mast arm installation): • Diamond interchange (6 approaches) • Cross intersection (4 approaches) • Tee intersection (3 approaches) **Replace Signals (spanwire to mast arms):** • Diamond interchange (6 approaches) • Cross intersection (4 approaches) • Tee intersection (3 approaches) **Signal Timing Optimization** (with no equipment changes) **Signal Upgrade** (if controllers have to be changed)	 $100,000-$150,000 $70,000-$100,000 $55,000-$65,000 $110,000-$120,000 $80,000-$90,000 $65,000-$75,000 $3,000-$6,000 per intersection $5,500-10,000 per intersection
Intelligent Transportation Systems: • Changeable message signs • Closed circuit television cameras • Center 2 Center software plug-in	 $75,000-$150,000 each $20,000-$50,000 each $150,000-$200,0000 per system
Park-and-Ride Lots	$4,000-$6,000 per space
Bike/Pedestrian Systems (excluding ROW): • Veloweb (including major earth or bridge work) • On-street routes (signing, pavement markings)	 $1.2 million per mile $1,000 to $18,000 per mile
Alternative Fuel Conversions (light duty public fleet): • Liquefied Petroleum Gas/Propane • Compressed Natural Gas	 $3,000-$5,000 per vehicle $3,500-$6,800 per vehicle

Project Cost Estimates on Proposed Projects:

The Metropolitan Planning Organization (MPO) has developed ranges of project cost estimates, using experience from last several years; if a candidate project is below this range, the MPO may either: (a) require a more detailed estimate; or (b) require a local commitment to fully underwrite potential construction cost overrun; (c) require value engineering; or (d) set costs at typical values. These costs do not include major drainage or structures.

PROCEDURES RELATED TO UTILITIES IN THE RIGHT-OF-WAY

If utilities are located in the highway right-of-way (ROW), they will often need to be relocated to allow for construction of a highway project. Depending on the terms of the funding agreement, either the local government or the State may be the party responsible for utility relocation.

The following are important sources of information and legal requirements:

- The Master Advance Funding Agreement (MAFA) Provision 6 indicates that the Local Government is usually responsible for utility relocation. However, by specific agreement the State may assume this responsibility, especially if the project is on the State system.
- If there is an adjustment, relocation, and/or removal of utility facilities on the state highway system, then reimbursement for the costs of such work will be in accordance with a written agreement between the State and the utility company, county, or city, whichever is applicable.
- If an adjusted or relocated utility facility occupies part of the highway right-of-way or a utility is retained within a highway right-of-way within an easement, then a use and occupancy agreement is necessary. Conditions and terms of the agreement will be set by TxDOT.

Sources of information related to utilities in the right-of-way include:

-TxDOT Right-Of-Way Division *Utility Manual* –The manual is available online at the following website: http://manuals.dot.state.tx.us/docs/colrowma/forms/utl.pdf

- Texas Administrative Code (State Participation in Relocation, Adjustment and/or Removals of Utlitiles 43TAC21.21; Utility Accommodation 43TAC 21-31.56; Construction Cost Participation 43TAC15.55)

-Applicable federal regulations: http://www.fhwa.dot.gov/legsregs/directives/cfr23toc.htm Many TxDOT regulations are related to federal law, because of federal funding sources for many projects.

ELIGIBLE PROJECT COSTS[1]

	On-System	Off-System
Environmental Mitigation		
• Hazardous waste	Eligible	100% local
• Tree mitigation	Eligible	100% local
• Wetlands	Eligible	100% local
• Historical structures[2], Archaeological sites	Eligible	Eligible
• Sound walls[3]	Eligible	Eligible
Right-of-Way Acquisition[4]		
• Utility relocation (see handout in packet)	Eligible	100% local
• Land acquisition	Eligible (STP-MM)	Eligible (STP-MM)
• Damages	Eligible	Eligible
• Appraisals/Survey fees	Eligible	Eligible
• Labor force	Eligible	Eligible
• Records/deeds/title/closing costs	Eligible	Eligible
Preliminary Engineering/Design[5]	(See Table 1 in packet)	(See Table 1 in packet)
• Environmental assessment /Schematic	Eligible	Eligible
• Environmental documentation	Eligible	Eligible
• Public involvement	Eligible	Eligible
• Right-of-way map preparation	Eligible	Eligible
• Plats & boundary description	Eligible	Eligible
TxDOT Administrative Costs/Direct Costs		
• Plan review	TxDOT pays costs	Eligible (See Table 2 in packet)
• Project management	TxDOT pays costs	
Indirect Costs	Only charged when TxDOT works with private entities	Only charged when TxDOT works with private entities
• Does not apply to local governments		
Engineering & Contingency		
• Construction management	TxDOT pays costs	Eligible (See Table 4)
Zoning-Related Costs (More Restrictive)		
• Billboards, drainage, setbacks, bikeways	Costs above TxDOT standard is 100% local	Costs above TxDOT standard is 100% local
Construction	Eligible	Eligible
Cost Overruns		
• Dependent upon funding source, funding program, and project specific agreements		
• Terms of TxDOT change order take precedent over LPAFA		
Amenities[6]/Landscaping		
• Fountains	Not eligible	Not eligible
• Pavers vs. stamped concrete	Case by case decision	Case by case decision
• Pedestrian improvements	Eligible	Eligible
• Wayfinding signage	Eligible	Eligible
• Gateway signs	Not eligible	Not eligible

[1] Unless otherwise indicated, all eligible costs are up to 80 percent federally reimbursed according to the participation shares that submitters indicate in the project application (at least 20 percent match required).
[2] As defined by the Texas Historical Commission (THC), Section 106 Rules
[3] Addition of sound walls triggers higher utility adjustment and right-of-way costs.
[4] Responsibility of TxDOT and implementing agency to detail in LPAFA
[5] Responsibility of TxDOT and implementing agency to detail in LPAFA
[6] Must serve a transportation function, 1% threshold (of construction costs) applies in most cases

ESTIMATING ENGINEERING AND ADMINISTRATIVE COSTS

Table 1: Use this chart if TxDOT does design work. Takes project from agreement execution through Plans, Specification, and Engineering (PS&E).[1]

Estimated Construction Cost ($)	Estimated Engineering Costs As a Percent of Estimated Construction Costs
0 - 100,000	30 – 28%
100,000 - 250,000	28 – 20%
250,000 - 500,000	20 – 12%
500,000 - 1,000,000	12 – 8%
1,000,000 - 2,000,000	8 – 6%
Over 2,000,000	6%

Table 2: Use this chart if local government designs project. Applicable after PS&E and before the construction phase. Pays for District and Austin review, plus cost to let project. [2]

Estimated Construction Cost ($)	Estimated Engineering Review Costs as a Percent of Estimated Construction Costs
0 – 250,000	4%
250,000-500,000	3%
500,000-3,000,000	2%
Over 3,000,000	1%

Table 3: This chart covers bid receipts and processing, field review, TxDOT overhead, and final audit for a local let.[3]

Estimated Construction Costs ($)	Estimated Engineering Review Costs as a Percent of Estimated Construction Costs
0 - 250,000	4%
250,000 – 500,000	3%
500,000 – 3,000,000	2%
Over 3,000,000	1%

Table 4: This covers bid receipts and processing, field review, TxDOT overhead, and final audit for a State let project.[4]

Estimated Construction Costs ($)	Estimated Engineering and Contingency Costs as a Percent of Estimated Construction Costs
0 – 1,000,000	16%
1,000,000 – 5,000,000	11.5%
5,000,000 – 25,000,000	11%
Over 25,000,000	7.5%

[1] Includes preliminary engineering and design/right-of-way review/environmental review
[2] Includes preliminary engineering costs when local government does PS&E and TxDOT reviews schematic (Includes 30/60/90 percent submittals of plans)
[3] Includes engineering review costs (TxDOT Plan Review)
[4] Includes engineering and contingency costs (change every year, determined when project lets)

TxDOT Environmental Process for ON and OFF System Projects

The National Environmental Policy Act (NEPA) and its subsequent regulations focus on analyzing the social, economic, and environmental effects of major federal actions, and this has been the primary focus of FHWA and regulatory agencies in evaluating TxDOT's environmental documents.

ON and Off System Projects

- Process is the same. The State follows the federal process on any project in which federal funds/permits are involved.

Types of Environmental Documents:

- Blanket Categorical Exclusion (BCE) (Signals, Landscaping, Signing)
  -Usually do not require any environmental documentation
  -Typically used for signals, landscaping, signing
- Categorical Exclusion (CE) (Intersection Improvements; Bridge Replacements, some Capacity Projects)
  -Usually applies to non-capacity projects, but may include certain capacity projects that have minor impacts
  -Usually requires a meting with affected property owners if additional right-of-way is required for **non- capacity projects**. For **capacity projects**, an opportunity for public hearing notice or public hearing is required.
- Environmental Assessment (Major Capacity projects, Freeways)
  -Usually results in a Finding of No Significant Impact (FONSI)
  -Usually applies to capacity projects
  -Requires public hearing notice or opportunity for public hearing
- Environmental Impact Statement (EIS-ROD) (Significant Environmental Impacts, New location freeways, Controversial Projects)
  -Usually results in a Record of Decision (ROD)
  -Typically required for large scale projects

For TxDOT Dallas:

Environmental Documents are generally completed by TxDOT Evergreen Consultants and consist of the following:

- **Description of the Proposed Action**
  -Description of Project, Purpose and Need, Right-of-Way/Utility Adjustments
  -Cost Estimate, Projected Traffic
- **Description of the Facility and Surrounding Area**
  -Existing Facility, Proposed Facility, Surrounding Terrain and Land Use
- **Alternatives**
  -No Build
  -Build
- **Potential Social, Economic and Environmental Effects**
  -Socio-Economic, Community Cohesion, Environmental Justice
  -Section 4(f) Property/Parklands, Public Facilities
  -Lakes, Rivers, and Streams, Waters of the U.S., Water Quality, Floodplains
  -Threatened/Endangered Species, Wildlife Habitat
  -Historical, Archeological Sites

-Invasive Species/Beneficial Landscaping, Prime, Unique and Special Farmlands
-Air Quality Assessment
-Noise Assessment
-Hazardous Materials
-Construction Impacts
-Items of Special Nature

- **CONCLUSION**

TxDOT Dallas District's Environmental/Planning Consultants:

-District has various consultants that prepare environmental documents

TxDOT's Environmental Division's Website – Resources including the Environmental Manual:

http://ceq.eh.doe.gov/nepa/regs/nepa/nepaeqia.htm
http://nepa.fhwa.dot.gov/ReNepa/ReNepa.nsf/home
http://www.fhwa.dot.gov/legsregs/directives/fapg/cfr0771.htm
http://www.dot.state.tx.us/env/resources.htm
http://www.sos.state.tx.us/tac/index.shtml

TYPICAL CATEGORICAL EXCLUSION OUTLINE

Description of the Proposed Action
- Description of Project
- Purpose and Need
- Right-of-Way/Utility Adjustments
- Cost Estimate[1]
- Projected Traffic

Description of the Facility and Surrounding Area
- Existing Facility
- Proposed Facility
- Surrounding Terrain and Land Use

Alternatives
- No Build
- Build

Potential Social, Economic and Environmental Effects
- Socio-Economic
- Community Cohesion
- Environmental Justice
- Section 4(f) Property/Parklands
- Public Facilities
- Lakes, Rivers, and Streams
- Waters of the U.S.
- Water Quality
- Floodplains
- Threatened/Endangered Species
- Wildlife Habitat
- Historical
- Archeological Sites
- Invasive Species/Beneficial Landscaping
- Prime, Unique and Special Farmlands
- Air Quality Assessment
- Noise Assessment
- Hazardous Materials
- Construction Impacts
- Items of Special Nature

Conclusion

Exhibits

[1] For TxDOT Fort Worth, the project cost estimate is only included in the Alternatives Section, and it is only included if the cost was used to make a decision on the locally preferred alternative.

TYPICAL ENVIRONMENTAL ASSESSMENT OUTLINE

Description of the Proposed Action

- Description of Proposal
- Purpose and Need
- Right-of-Way Requirements and Utility Adjustments
- Project Cost Estimate (not always included)
- Local Government Support

Description of the Existing Facility

- Existing Facility
- Surrounding Terrain and Land Use
- Traffic Projects

Alternatives

- Alternatives Eliminated from Detailed Study
- No Action

Potential Social, Economic and Environmental Effects on the Proposed Action

- Regional and Community Growth
- Socio-Economic Discussion
- Public Facilities and Services
- Community Cohesion
- Environmental Justice
- Impact on 4(f) Properties
- Floodplains
- Jurisdictional Waters and Wetlands
- Water Quality
- Vegetation and Wildlife Habitat
- Federal and State Threatened and Endangered Species
- Historical Sites
- Archeological Sites
- Aesthetic Considerations
- Invasive Species and Beneficial Landscaping
- Prime, Unique and Special Farmlands
- Air Quality Assessment
- Noise Assessment
- Hazardous Waste/Substance
- Items of Special Nature

Determination of Assessment

QA/QC Report for TxDOT Dallas Env. Documents

Reviewed by: Date:
Initial: ☐
2nd: ☐
Other:

Note: To fill in the form online, use the <Tab> key or the mouse pointer to move between fields.

CSJ:
Project/Roadway:
Limits:

Document Type: Cont. Act (CA) ☐ Cat-Ex (CE) ☐ EA/FONSI ☐ Re-Eval ☐
DEIS ☐ EIS ☐ Other: ☐-

Document Originator/Author:
Firm/Office Name: Phone:

Comment Tracking Table *(Use <Tab> key to move throughout table)*

Section	Comment:	Response:	Name/ Date	2nd Review Name/ Date
1. Cover/TOC				☐Adequate ☐Revise:
2. Purpose and Need				☐Adequate ☐Revise:
3. Alternatives ROW/Easements Utilities Cost Estimates				☐Adequate ☐Revise:
4. Community Impacts Land Use Farmland Social/Relocation Economic EJ LEP				☐Adequate ☐Revise:
5. Air Quality Conformity TIP citation	*Forward EA to NCTCOG (G. Royster) for review of conformity.*			☐Adequate ☐Revise:
6. Noise Impacts	*If noise analysis was conducted, forward document to G. Reeves.*			☐Adequate ☐Revise:
7. Water Quality TPDES SW3P Impaired [303(d)]				☐Adequate ☐Revise:
8. Wetland Impacts				☐Adequate ☐Revise:

Section	Comment:	Response:	Name/ Date	2nd Review Name/ Date
9. Permits: Sec 10 RHA Sec 401 CWA Sec 404 CWA USCG Sec 9	*If permits, forward document to J. McCurley.*			☐Adequate ☐Revise:
10. Invasive Species Beneficial Landscape				☐Adequate ☐Revise:
11. Floodplain Impacts				☐Adequate ☐Revise:
12. Threatened/Endangered Species / Habitat				☐Adequate ☐Revise:
13. Historic Preservation				☐Adequate ☐Revise:
14. Archeology				☐Adequate ☐Revise:
15. Haz-Mat Impacts				☐Adequate ☐Revise:
16. Section 4(f) Section 6(f), if app.				☐Adequate ☐Revise:
17. General: Visual Impacts Secondary Cumulative Construction Detours Access Control				☐Adequate ☐Revise:
18. Other: Items of Special Nature: Coastal Zone Mang Plan Wild & Scenic Rivers Airway-Highway Clear. Conclusion: CE's only: Proposed action has no sig. impacts as described in 23CFR771.117 (a) & (b).	*-Verify that project C-5E files were reviewed.* *-Verify that document was compared to project's latest design.* *- Forward copy of document to Designer for review.* *- Verify that **project field visit** was made: on by .*			☐Adequate ☐Revise:
19. Appendices:				☐Adequate ☐Revise:

Section	Comment:	Response:	Name/ Date	2nd Review Name/ Date
20. Figures/Maps: No consultant names or logos.				☐Adequate ☐Revise:

Additional Comments: *after each comment, please initial and date.*

Disposition:
- ☐ Return Document to Originator for Revisions
- ☐ Forward to TxDOT for Processing/Approval – 15 complete copies + electronic + completed QA/QC Report
- ☐ Other:

Notes:
-Please return completed QA/QC Report with revised document(s).

File: - H:\PROJECTS\22440-TXDOT_DALLAS_ENV\QAQC-FORM.DOC
-

SCHEDULE FOR PROJECT DEVELOPMENT

Right-of-Way Required

	STP-MM Projects	CMAQ Projects
On-System Projects		
• Development of agreement (including federal project authorization and agreement)	6 months (assuming prompt turn around by all parties)	6 months (assuming prompt turn around by all parties)
• Environmental assessment and schematics	24 months	1-12 months
• Design PS&E[1]	3-12 months	3-12 months
• Utility adjustments	6-9 months	1-9 months
• Right-of-way acquisition	30 months	30 months
• Contracting letting	4-6 months	4-6 months
	Total: 6-7½ years	Total: 3-6+ years
Off-System Projects		
• Development of agreement (including federal project authorization and agreement)	6 months (assuming prompt turn around by all parties)	6 months (assuming prompt turn around by all parties)
• Environmental assessment and schematics	24 months	1-12 months
• Design PS&E	3-12 months	3-12 months
• Utility adjustments	4-6 months	1-9 months
• Right-of-way acquisition	30 months	30 months
• Contracting letting	4-6 months	4-6 months
	Total: 6-7 years	Total: 3½ -6+ years

No Right-of-Way Required

	STP-MM Projects	CMAQ Projects
On-System Projects		
• Development of agreement (including federal project authorization and agreement)	6 months (assuming prompt turn around by all parties)	6 months (assuming prompt turn around by all parties)
• Environmental assessment and schematics	24 months	1-12 months
• Design PS&E	3-12 months	3-12 months
• Utility adjustments	6-9 months	1-9 months
• Contracting letting	4-6 months	4-6 months
	Total: 3½ - 4+ years	Total: 1- 3+ years
Off-System Projects		
• Development of agreement (including federal project authorization and agreement)	6 months (assuming prompt turn around by all parties)	6 months (assuming prompt turn around by all parties)
• Environmental assessment and schematics	24 months	1-12 months
• Design PS&E	3-12 months	3-12 months
• Utility adjustments	4-6 months	1-9 months
• Contracting letting	4-6 months	4-6 months
	Total: 3½ - 4 + years	Total: 1- 3+ years

[1] PS&E: Plans, Specifications, and Engineering

42

PLAN REVIEW TIMELINE
Activities Needed Six-Months Prior to Letting

6 Months	Plans due to TxDOT Area Office
5 Months	PS&E due to TxDOT District
4 Months	Review comments and/or revisions completed
3.5 Months	Right-of-way, utility clearances, verification; TxDOT District notifies TxDOT Austin of projects scheduled for letting
2 to 3 Months	Plans under review in TxDOT Austin
1 Month	Receive Federal Project Authorization and Agreement
Letting Date	Project is let for construction

2005-2006 DEADLINES ASSOCIATED WITH MODIFICATION OF THE DALLAS-FORT WORTH AREA TRANSPORTATION IMPROVEMENT PROGRAM

The following deadlines have been established for projects requiring modifications to either the Dallas-Fort Worth Area Transportation Improvement Program (TIP) or the Statewide TIP. Please note that while metropolitan TIP actions can occur relatively quickly, it takes approximately six months to receive approval for TIP actions that require a change to the Statewide TIP. If you anticipate TIP action on the projects within your area, please take note of the following deadlines, build these dates into your project timeline, and coordinate with the TIP Team of the NCTCOG early in the process.

November 2005 Revisions:

-Requests for project modifications are due to the TIP Team no later than August 1, 2005.
-Another opportunity to submit project modifications that do not require Regional Transportation Council (RTC) action is by September 12, 2005.
-Surface Transportation Technical Committee (STTC) will take action on September 23, 2005.
-RTC will take action on October 13, 2005.
-Project modifications are due in Austin (TxDOT) by November 1, 2005.
-We anticipate that final federal approval will be received 6-8 weeks later (late December 2005/early January 2006).

February 2006 Revisions:

-Requests for project modifications are due to the TIP Team no later than November 1, 2005.
-Another opportunity to submit project modifications that do not require RTC action is by December 13, 2005.
-STTC will take action on December 23, 2005.
-RTC will take action on January 12, 2006.
-Project modifications are due in Austin (TxDOT) by February 1, 2006.
-We anticipate that final federal approval will be received 6-8 weeks later (late March 2006/early April 2006).

May 2006 Revisions:

-Requests for project modifications are due to the TIP Team no later than February 1, 2006.
-Another opportunity to submit project modifications that do not require RTC action is by March 13, 2006.
-STTC will take action on March 24, 2006.
-RTC will take action on April 13, 2006.
-Project modifications are due in Austin (TxDOT) by May 1, 2006.
-We anticipate that final federal approval will be received 6-8 weeks later (late June 2006/early July 2006).

It is important to note that in order to streamline staff efforts, we process all modifications within this quarterly cycle. Exceptions can be made in emergency situations, but we hope to avoid "fire-fighting" with better coordination and planning. Please contact the TIP Team to discuss transportation funding issues and potential project changes. We will be glad to meet with you.

Contact Information:
Christie Jestis, Senior Transportation Planner, 817/608-2338, cjestis@nctcog.org
LaDonna Smith, Transportation Planner, 817/695-9254, lsmith@nctcog.org

DRAFT

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 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 system 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.

6. For projects selected using project scoring methodologies, projects must be rescored and achieve the minimum score acceptable for programming before a cost increase is considered.

7. Cost increases for strategically-selected projects fall under the same modification policy provisions, although project rescoring may not be necessary.

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, with Congestion Mitigation and Air Quality Improvement Program (CMAQ) or Surface Transportation Program – Metropolitan Mobility (STP-MM) funding, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need and be ready for implementation or construction before the next RTC funding initiative or funding cycle.

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 2001 Land Use/Transportation Joint Venture 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 to 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.

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 in Control Section Job (CSJ) Number – changes to CSJ's do not require a TIP modification. Potential CSJ changes may include conversion from Planning CSJ's to Permanent CSJ's, identification of a new CSJ, delineation of Permanent CSJ into segments creating multiple CSJ's, etc.

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. 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 FY 2005, 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.

TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION POLICY
Policies and Procedures To Streamline Project Delivery

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 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.

1. **Cost Increases:** Administrative amendments are allowed for cost increases up to the following percentages based on the total project cost:

Percent Increase	Total Project Cost ($)
~~50~~ 75	0 - 100,000
~~30~~ 75	100,001 - 250,000
~~20~~ 30	250,001 - 1,000,000
N/A 20	1,000,001 - 3,000,000
15	>3,000,001

2. **Funding Year Changes:** Administrative amendments are allowed for fiscal year 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.

3. **Changes in Federal Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP-MM, Urban Street Program, Category 2 - Metro Corridor (in coordination with TxDOT), Urbanized Area Formula Program - Transit Section 5307.

4. **Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action:** (e.g., adding a project previously approved by the RTC)

5. **Addition of Noncapacity, Conformity-Exempt Projects from TxDOT Funding Programs:**

   Examples include, but are not limited to:

   - Sign refurbishing
   - Landscaping
   - Preventive maintenance
   - Bridge rehabilitation/replacement
   - Safety/Maintenance
   - Intersection Improvements
   - Intelligent Transportation System
   - Traffic Signal Improvements

6. **Changes to Implementing Agency:** Requires written request/approval from the current implementing agency and the newly proposed implementing agency

7. **Increased Flexibility for CMAQ and STP-MM Traffic Signal and Intersection Improvement "Grouped" Projects**

   Administrative amendments are allowed for funding and location changes as indicated below:

a. Same locations, additional funding needed - see cost increase provisions above
b. Fewer locations, same or additional funding needed - eligible, but requires evaluation and rescoring
c. Fewer locations, decreased funding - eligible
d. Additional locations, same or decreased funding - eligible, but:
   -New locations must be of the same project type,
   -Project does not change significantly, and
   -New locations must be part of a coordinated signal system or within the area of influence for intersection improvements.
e. Additional locations, more funding needed - not eligible (requires a revision)

Administrative amendments are allowed for changes to project design or scope, but requires:
-Evaluation and rescoring to ensure similar benefits,
-That the project does not change significantly, and
-That the funding must be for equal or less amount.

7. **Addition of New Phases to STIP:** Includes engineering, right-of-way, and construction

8. **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.

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:** (except as outlined in #4 and #5 under the Administrative Amendment Policy)

2. **Cost Increases:** A revision is required on any cost increase that does not fall under item #1 in the administrative amendment policy statement

3. **Scope Changes:** (except as outlined in #7 under Administrative Amendment Policy):
   Type of Work Being Performed
   Physical Length of Project
   Project Termini

4. **Funding Year Changes:** A revision is required to move a project 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.

Anticipate RTC Approval in October 2005.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
REVISION GUIDELINES

Changes That Require A STIP Revision

1. Changes in estimated federal cost exceed 50 percent and result in a revised total cost exceeding $1,499,999 (i.e., $1.5 million or greater)

2. Changes in project scope of work (i.e., type of work, physical length of the project, or the project termini)

3. Adding or deleting projects

4. Change in federal funding categories

Changes That Do Not Require a STIP Revision

1. Change in Control-Section-Job (CSJ), unless the new CSJ must be added to the STIP

2. Changes in estimated federal cost less than 50 percent and resulting in a revised total cost of less than $1.5 million (i.e., $1,499,999 or less)

3. Change in implementation year within the 3-year window of the STIP (unless the change in the implementation year of a project, in a nonattainment area, results in the need for a new conformity analysis and determination. If the change results in movement to a different conformity analysis year, further action may be required.

4. Any change to projects funded through a “grouped” category (i.e., categories covered by statewide CSJs)

STATEWIDE TRANSPORTATION ENHANCEMENT PROGRAM REGIONAL TRANSPORTATION COUNCIL POLICY POSITION[1]

	Project Types Eligible for TIP Placement	**Project Types Ineligible for TIP Placement**
Project types	• Bicycle and pedestrian projects, including landscaping, education, and land acquisition. • Restoration/operation of historic trolley or interurban rail lines and related structures, including landscaping and land acquisition. • Restoration and operation of historic transit stations as new transit stations, including landscaping and land acquisition. • Acquisition of historic railroad rights of way for future rail and/or bicycle trails. • Landscaping transportation facilities. • Visitors centers. • Control or removal of outdoor advertising.	• Projects for private sector benefit.[2] • Non-surface transportation museums.[2] • Surface transportation museums. • Stand alone environmental clean-up.[2] • Acquisition of scenic easements and scenic or historic properties. • General historic preservation. • Archeology. • Rehabilitation of historic transportation buildings for non-transportation uses. • Water pollution. • Reducing wildlife mortality.
MPO Action	• Staff provides a letter stating that, if selected by the Texas Transportation Commission, the project will be placed in the TIP.	• Staff will not provide an initial letter of TIP placement. Project sponsors may request Regional Transportation Council review of their project for TIP placement.

[1] Adopted by the Regional Transportation Council January 11, 2001.
[2] Texas Transportation Commission supports to make ineligible.

FREEWAY INTERCHANGE AND BOTTLENECK PROGRAM
EMPHASIS AREAS AND PROPOSAL CONTENT

Emphasis Areas:

- Leveraging of federal and State funds with local funding sources,
- Bottleneck and interchange locations identified in the Mobility Plan – Amended April 2005 or in the 2003 DFW Commuter Traffic Study available online at http://www.nctcog.org/trans/photo-survey/2003/index.html,
- Corridors that did not receive funding through RTC Partnership Program 1 (October 2004),
- Projects that create permanent improvements,
- Projects that are ready for construction, and
- Agencies submitting projects under this funding initiative must be willing and able to sign TxDOT's standard right-of-way participation and local project advance funding agreements to receive funding.

Proposal Content:

Project Location - include project limits and/or individual locations to be improved
Map of Project
Scope of Work - detailed description of improvements to be made (i.e., upgrade existing interchange at Main St. and Freeway B to provide additional lanes and movements on Main St and improved exit and entrance ramps on Freeway B)
Project Type (i.e., addition of lanes, interchange, grade separation)
Project Length
Project Phases to be Funded - indicate the phases for which funds are being requested (engineering, right-of-way, and/or construction). Please note that engineering initiated before final State/federal approval of the project funding is received must be paid with 100 percent local/private funds (under certain circumstances these expenditures may be counted toward the one-third local share).
Cost Estimate - provide an estimated cost in 2005 dollars that details the roadway and non-roadway items included in the project cost. The cost should take into account (and delineate) each of the phases for which you wish to request funding. It should also include E&C charges, which is a fee that TxDOT charges to cover engineering, contingencies, project inspection, etc. This fee is a percentage of the total project cost (rate schedule: $0 to $1 million total cost – 16 percent E&C, $1 million to $5 million - 11.5 percent E&C, $5 million to $25 million – 11 percent E&C, over $25 million - 7.5 percent E&C). Please note that landscaping and amenities that cost more than one (1) percent of the total construction cost will be 100 percent locally funded.
Local Match - document who is paying the local match and whether or not funds are already available
Estimated Let/Start Date (for each phase)
Estimated Completion Date (for each phase)
Project Contact - include name of project contact, their contact information, and the name of the office or department serving as the primary contact
Partnership Program Workshop Certification - include printed name and signature of individual that attended the NCTCOG/TxDOT Partnership Program Workshop for this agency/project.

ARTERIAL STREETS PROGRAM
EMPHASIS AREAS AND PROPOSAL CONTENT

Emphasis Areas:

- Projects that widen or extend existing arterial roadways and projects that construct new arterial roadways
- Projects that improve mobility and safety
- Projects that target resources to most congested areas
- Projects that are currently identified in the mobility plan and transportation conformity
- Projects that involve multiple transportation modes (i.e., include sidewalks or other pedestrian amenities)
- Projects that create permanent improvements,
- Projects that are ready for construction,
- Agencies submitting projects under this funding initiative must be willing and able to sign TxDOT's standard right-of-way participation and local project advance funding agreements to receive funding.

Proposal Content:

Project Location - include project limits (to/from)
Map of Project
Scope of Work - detailed description of improvements to be made (i.e., widen Main Street from point A to point B, 2 to 4 lanes, divided/undivided roadway)
Project Type (i.e., addition of lanes, new roadway)
Project Length
Project Phases to be Funded - indicate the phases for which funds are being requested (engineering, right-of-way, and/or construction). Please note that engineering initiated before final State/federal approval of the project funding is received must be paid with 100 percent local/private funds (and cannot be counted toward local match commitment).
Cost Estimate - provide an estimated cost (in 2005 dollars) that details the roadway and non-roadway items included in the project cost. The cost should take into account (and delineate) each of the phases for which you wish to request funding. It should also include Engineering and Contingency (E&C) charges, which is a fee that TxDOT charges to cover engineering, contingencies, project inspection, etc. This fee is a percentage of the total project cost (rate schedule: $0 to $1 million total cost - 16 percent E&C; $1 million to $5 million - 11.5 percent E&C; $5 million to $25 million - 11 percent E&C; over $25 million - 7.5 percent E&C). Please note that landscaping and amenities that cost more than one (1) percent of the total construction cost will be 100 percent locally funded, unless otherwise noted.
Local Match - document who is paying the local match and whether or not funds are already available
Estimated Let/Start Date (for each phase)
Estimated Completion Date (for each phase)
Project Contact - include name of project contact, their contact information, and the name of the office or department serving as the primary contact
Partnership Program Workshop Certification - include printed name and signature of individual that attended the NCTCOG/TxDOT Partnership Program Workshop for this agency/project

ARTERIAL INTERSECTION AND BOTTLENECK PROGRAM
EMPHASIS AREAS AND PROPOSAL CONTENT

Emphasis Areas:

- Projects that reduce travel time, delay, and/or accidents due to low-cost improvements
- Projects that improve mobility, safety, and air quality at arterial intersections or along arterial streets
- Projects that are currently identified in the mobility plan, transportation conformity, and/or major investment studies
- Projects that target resources to most congested areas,
- Projects that involve multiple transportation modes (i.e., include sidewalks or other pedestrian amenities)
- Projects that create permanent improvements
- Projects that are ready for construction
- Agencies submitting projects under this funding initiative must be willing and able to sign TxDOT's standard right-of-way participation and local project advance funding agreements to receive funding.

Proposal Content:

Project Location - include project limits and/or individual locations to be improved
Map of Project
Scope of Work - detailed description of improvements to be made (i.e., add left and right turn lanes on Street A at Street B, add grade separation on Street X at Street)
Project Type (i.e., safety, grade separation, intersection improvement)
Project Length
Project Phases to be Funded - indicate the phases for which funds are being requested (engineering, right-of-way, and/or construction). Please note that engineering initiated before final State/federal approval of the project funding is received must be paid with 100 percent local/private funds (and cannot be counted toward local match commitment).
Cost Estimate - provide an estimated cost (in 2005 dollars) that details the roadway and non-roadway items included in the project cost. The cost should take into account (and delineate) each of the phases for which you wish to request funding. It should also include E&C charges, which is a fee that TxDOT charges to cover engineering, contingencies, project inspection, etc. This fee is a percentage of the total project cost (rate schedule: $0 to $1 million total cost – 16 percent E&C; $1 million to $5 million - 11.5 percent E&C; $5 million to $25 million – 11 percent E&C; over $25 million - 7.5 percent E&C). Please note that landscaping and amenities that cost more than one (1) percent of the total construction cost will be 100 percent locally funded, unless otherwise noted.
Local Match - document who is paying the local match and whether or not funds are already available
Estimated Let/Start Date (for each phase)
Estimated Completion Date (for each phase)
Project Contact - include name of project contact, their contact information, and the name of the office or department serving as the primary contact
Partnership Program Workshop Certification - include printed name and signature of individual that attended the NCTCOG/TxDOT Partnership Program Workshop for this agency/project

INTELLIGENT TRANSPORTATION SYSTEM PROJECTS
EMPHASIS AREAS AND PROPOSAL CONTENT

Emphasis Areas:

- Projects that fill in gaps in the existing Intelligent Transportation System (ITS) infrastructure by completing critical systems
- Projects that enhance interagency cooperation
- Projects that increase the reliability of the existing transportation system
- Projects that promote multimodal usage

Eligible and Ineligible Projects:

- Programs, projects, corridors and/or systems identified in the regional ITS plans are eligible.
- Projects consistent with priority services identified in the North Texas Regional ITS Architecture are eligible.
- Project sponsorship must include a commitment to provide at least 20 percent of the total project cost from a local source, in order to qualify for federal funding.
- Agencies submitting projects under this funding initiative must be willing and able to sign TxDOT's standard local project advance funding agreement to receive funding.
- Traffic signal communication projects which provide or enhance communication between signals and the central control are eligible under the ITS program.
- Traditional traffic signal improvement projects (signal optimization, controller replacement, signal upgrade, and signal coordination) are not eligible under the ITS program.
- Purchase of right-of-way is not an eligible expense.
- Cost overruns for currently selected or future ITS projects will not be funded with federal funds.

Proposal Content:

Project Location - include project limits and/or individual locations to be improved
Map of Project
Scope of Work - description of improvements to be implemented as part this project
Project Length
Project Phases to be Funded - indicate the phases for which funds are being requested (engineering and/or construction). Please note that engineering initiated before final State/federal approval of the project funding is received must be paid with 100 percent local/private funds (and cannot be counted toward local match commitment).
Prioritization number of the project, as ranked by your agency (optional)
Cost Estimate - provide an estimated cost in 2005 dollars that details items included in the project cost. The cost should indicate each of the phases for which you wish to request funding. It should also include engineering and contingency (E&C) charges, which is a fee that TxDOT charges to cover engineering, contingencies, project inspection, etc. This fee is a percentage of the total project cost (rate schedule: $0 to $1 million total cost – 16 percent E&C; $1 million to $5 million - 11.5 percent E&C; $5 million to $25 million – 11 percent E&C).
Local Match - indicate the agency responsible for paying the local match and whether or not funds are already available. If not available, please specify when the funds will be available.
Estimated Let/Start Date (for each phase)
Estimated Completion Date (for each phase)
Project Contact - include name of project contact, their contact information, and the name of the office or department serving as the primary contact
Partnership Program Workshop Certification - include printed name and signature of individual who attended the NCTCOG/TxDOT Partnership Program Workshop for this agency/project

PARTNERSHIP PROGRAM WORKSHOPS

Friday, September 16, 2005
Thursday, September 22, 2005
Tuesday, October 4, 2005

Presented by:

North Central Texas Council of Governments
and
Texas Department of Transportation

INTRODUCTION

- Overview of Partnership Program 3
- Available Funding/Eligibility
  - By Geography
  - By Project
- Location in TxDOT Dallas or Fort Worth Districts
- Public/Private Partnerships
  - Freeway Interchange and Bottleneck/Intelligent Transportation System Programs
  - Sustainable Development Program
    - Implementing Agencies/Private Firms Cannot Use Own Design/Engineering Firm with Federal Funds
    - Must Follow Federal/TxDOT Procurement Process

FINAL FUNDING DISTRIBUTION BY CATEGORY AND SUBREGION[1]

FY 2005-2009

Programs	STP-MM	CMAQ	RTC/Local	Total	Western Allocation	Eastern Allocation
Arterial Street Program[2]	$29.86			**$29.86**	$13.91	$15.95
Local Air Quality Program[3,7]		+7.34	35.32	**42.66**	13.22	29.44
Freeway Interchange and Bottleneck Program (1/3 federal, 1/3 State, 1/3 local)	37.72			**$37.72**	7.66	30.06
Arterial Intersection/Bottleneck Program[4,7]	9.06	21.57		**$30.63**	15.66	14.97
High Occupancy Vehicle Lanes		18.87		**$18.87**	0.00	18.87
Intelligent Transportation Systems[5]		29.19		**$29.19**	6.57	22.62
Transit (Partnership Program 2)		109.49		**$109.49**	33.94	75.55
Sustainable Development Projects/Programs	+3.61	+5.21	31.79	**40.61**	12.59	28.02
Cost Overrun/Emergency/New Projects[6]	7.06	19.73	3.53	**30.32**	10.95	19.37
Notes:	**$87.31**	**$211.40**	**$70.64**	**$369.35**	**$114.50**	**$254.85**

1 All funds are reflected in millions of dollars.

2 Includes addition of lanes projects and new roadway projects.

3 Includes **new 8-hour improvements**, alternative fuel vehicle technology, bicycle/pedestrian regional connections, special studies/other, traffic signal improvements, travel demand management/park-and-ride,**intermodal/freight projects,** and local match for other federal projects.

4 Includes safety projects, grade separations, intersection improvements, and bottleneck removals.

5 Includes mobility assistance crews.

6 New projects may include quiet zones, other air quality projects, etc.

7 Local governments and transportation entities within the nine county ozone nonattainment area are eligible for funding under this program.

PARTNERSHIP PROGRAMS 2 AND 3

TIMEFRAME FOR RTC ACTION

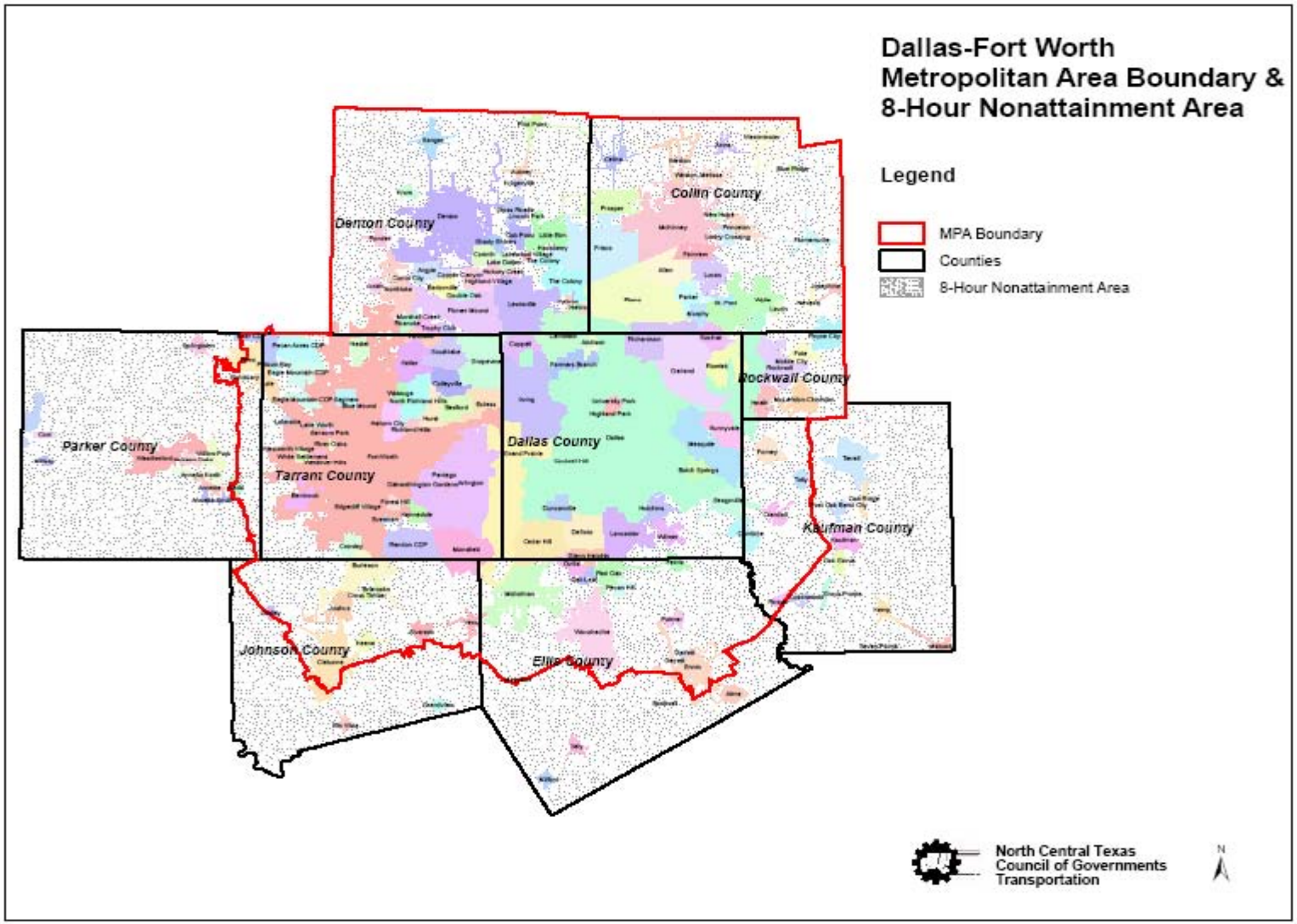
Programs	Submittal Deadline	Implementation Timeline							
	Project Proposals Due by 5:00 P.M.	May/Jun 2005	Jul/Aug 2005	Aug/Sep 2005	Sep/Oct 2005	Nov/Dec 2005	Jan/Feb 2006	Mar/Apr 2006	May/Jun 2006
Arterial Street Program [2]	November 4, 2005								
Local Air Quality Program [3,7]		Under Review							
Freeway Interchange and Bottleneck Program (1/3 federal, 1/3 State, 1/3 local)	October 7, 2005								
Arterial Intersection/Bottleneck Program [4,7]	November 4, 2005								
High Occupancy Vehicle Lanes	--	HOV Commitments Being Monitored							
Intelligent Transportation Systems [5]	November 4, 2005								
Transit (Partnership Program 2)	August 12, 2005								
Sustainable Development Projects/Programs	January 20, 2006								
Cost Overrun/Emergency/New Projects [6]		On Hold							

Notes:

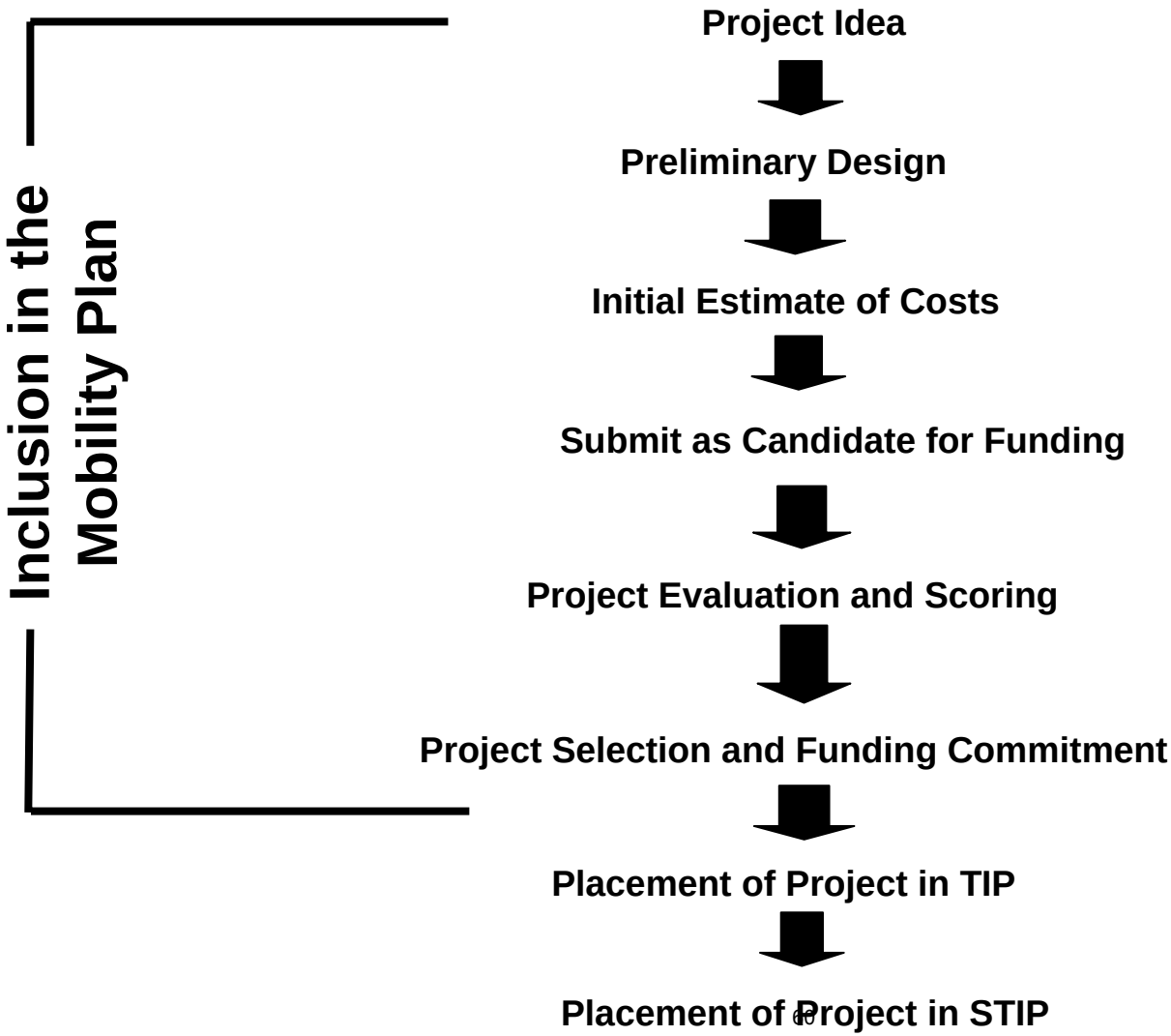
1 All funds are reflected in millions of dollars.
2 Includes addition of lanes projects and new roadway projects.
3 Includes **new 8-hour improvements**, alternative fuel vehicle technology, bicycle/pedestrian regional connections, special studies/other, traffic signal improvements, travel demand management/park-and-ride, **intermodal/freight projects,** and local match for other federal projects.
4 Includes safety projects, grade separations, intersection improvements, and bottleneck removals.
5 Includes mobility assistance crews.
6 New projects may include quiet zones, other air quality projects, etc.
7 Local governments and transportation entities within the nine county ozone nonattainment area are eligible for funding under this program.

▲ = Draft Recommendations Presented to STTC

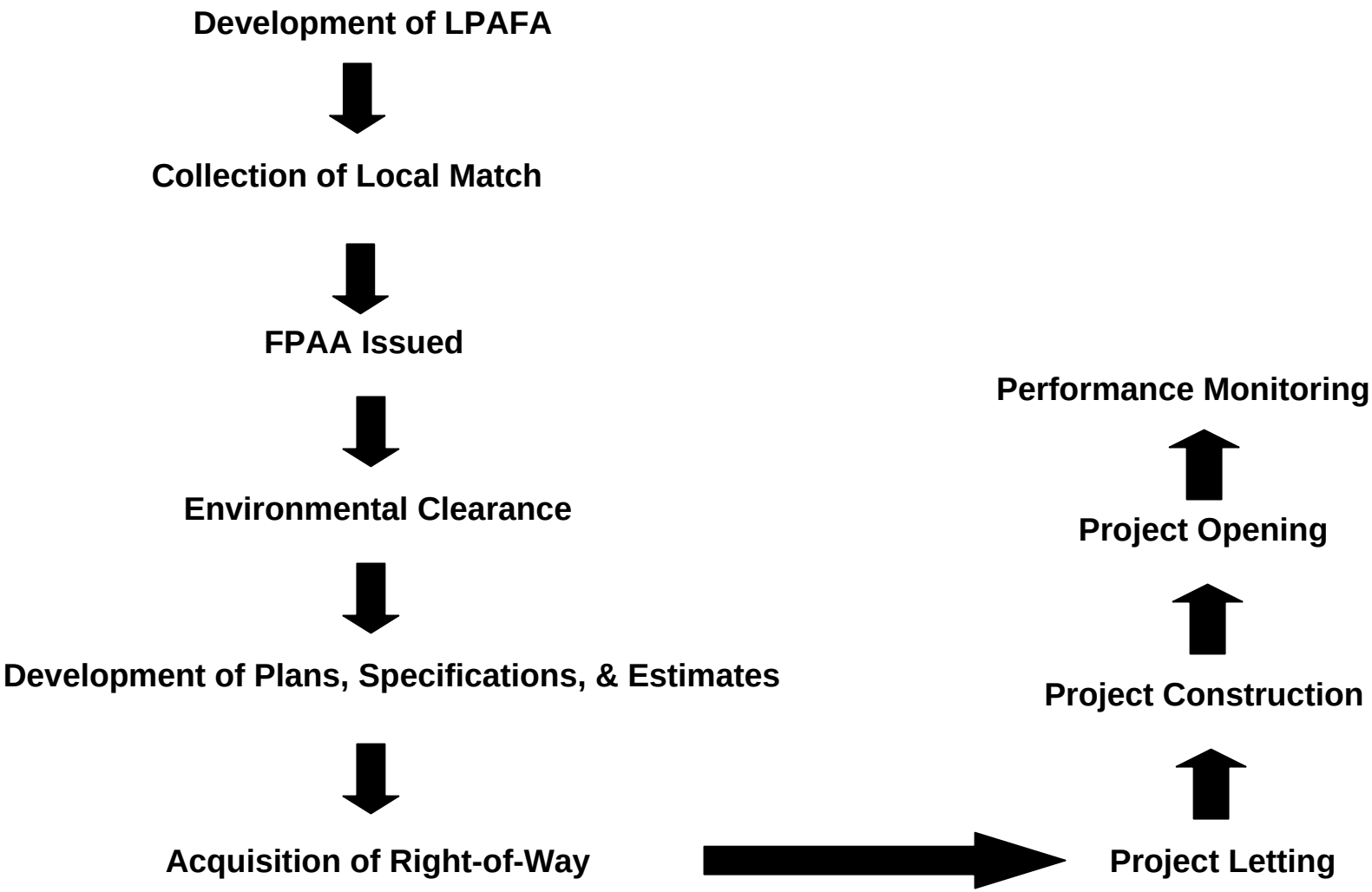
MPA BOUNDARY AND OZONE NONATTAINMENT AREA



PROJECT DEVELOPMENT PROCESS



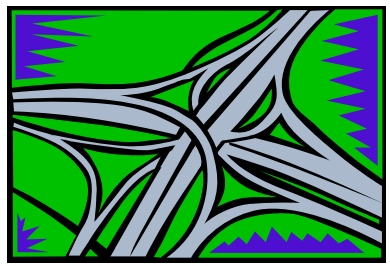
PROJECT DEVELOPMENT PROCESS (Continued)



INDIVIDUAL PROGRAMS

- Transit (Partnership Program 2)
- Freeway Interchange and Bottleneck Program
- Strategic Funding Programs
  - Arterial Street Program
  - Arterial Intersection/Bottleneck Program
  - Intelligent Transportation Systems (ITS)
- Sustainable Development Projects/Programs
- Local Air Quality Program
- High Occupancy Vehicle Lanes (HOV)
- Cost Overruns/Emergency/New Projects

FREEWAY INTERCHANGE/ BOTTLENECK PROGRAM

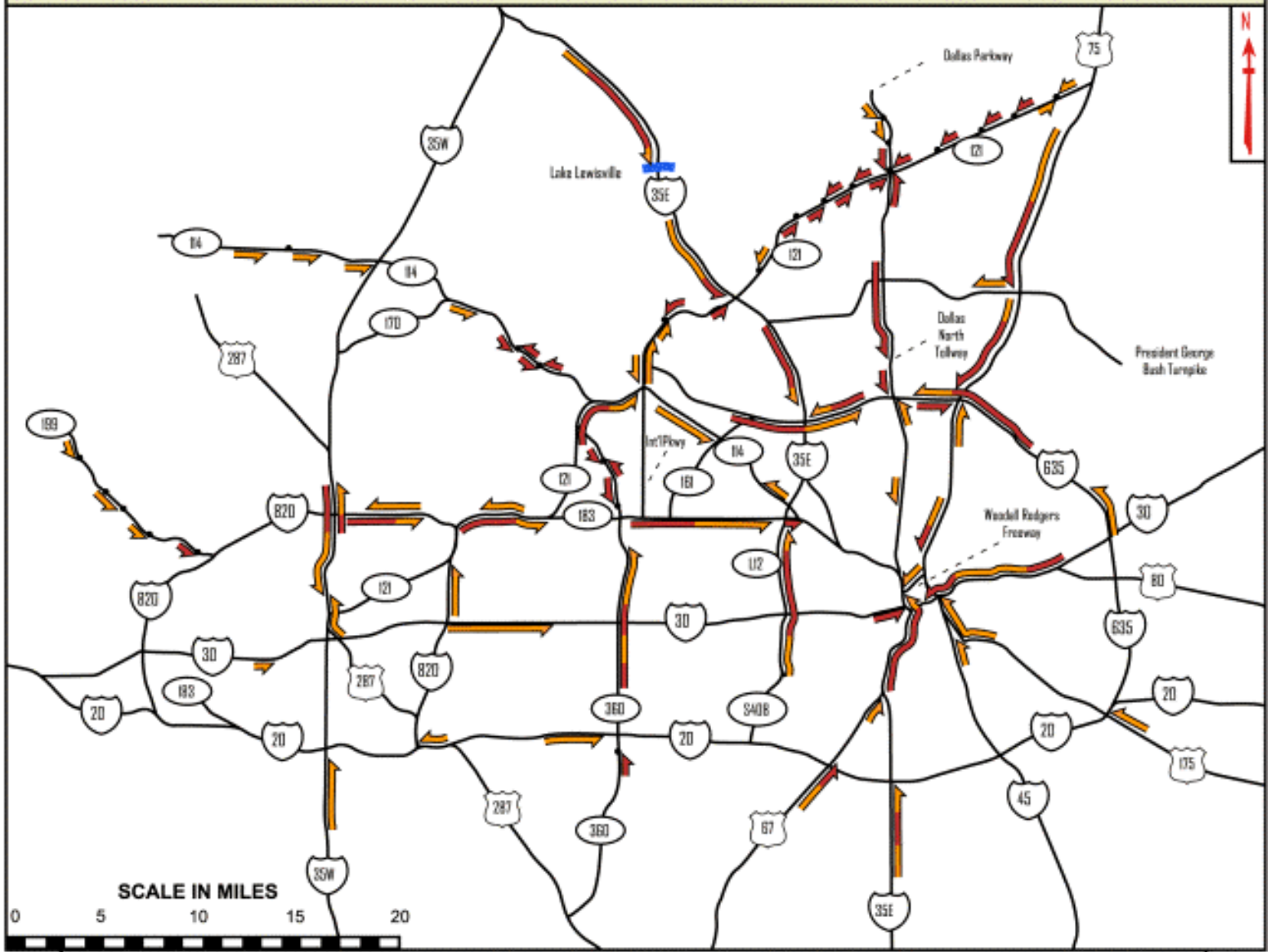


- Emphasis Areas:
  - Leveraging of Federal, State, and Local Funds
  - Bottleneck and Interchange Locations Identified in the Mobility Plan - Amended April 2005 or in the 2003 DFW Commuter Traffic Study
  - Corridors That Did Not Receive Funding Through RTC Partnership Program 1
  - Projects That Create Permanent Improvements
  - Agencies Submitting Projects Under This Funding Initiative Must be Willing and Able to Sign TxDOT's Standard Right-of-Way Participation Agreement and LPAFA

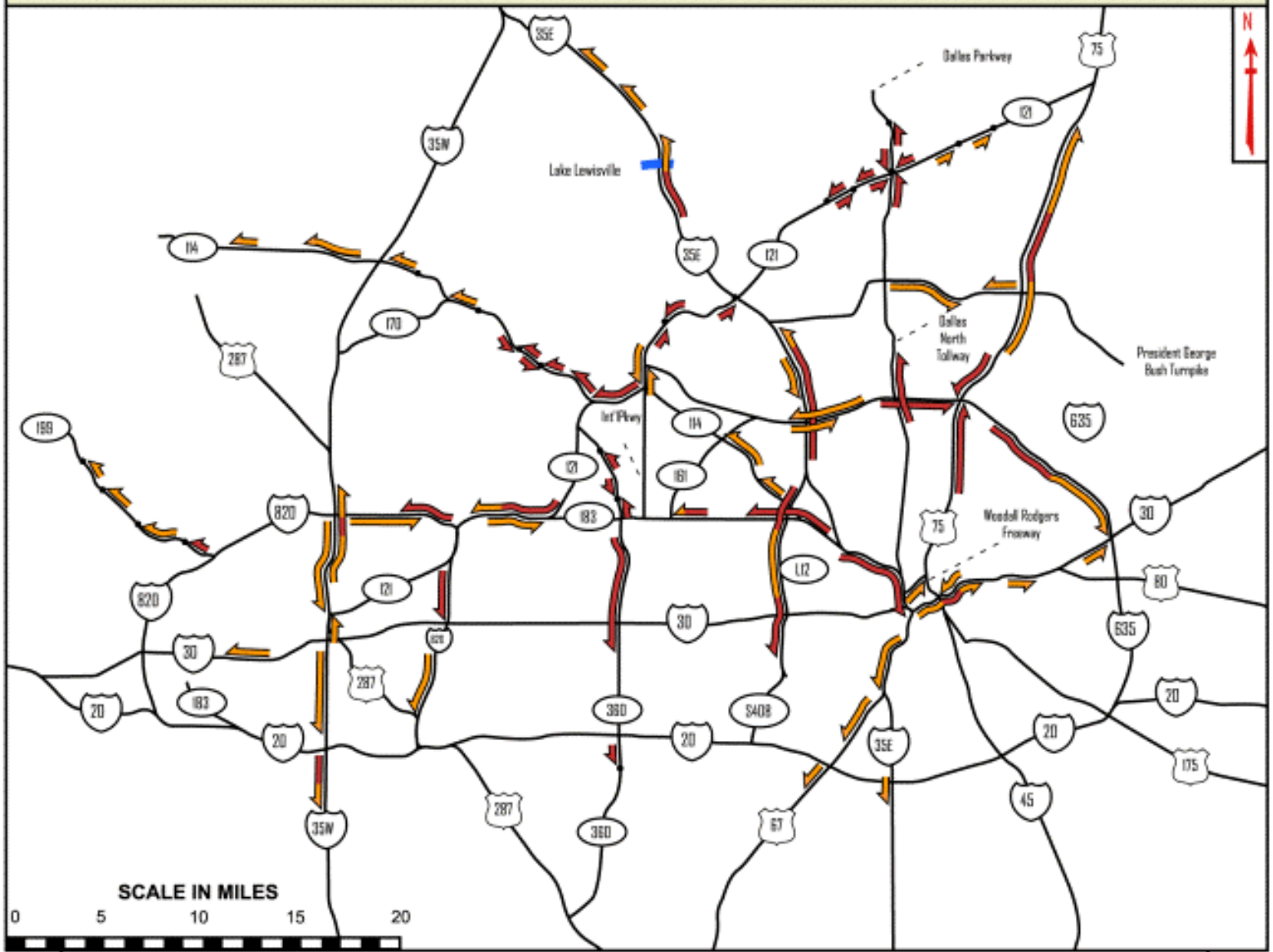
COMMUTER TRAFFIC STUDY WEBSITE

www.nctcog.org/trans/photo-survey/2003/index.html

Morning Observed Congestion (6:30 - 9:00 A.M.)



Evening Observed Congestion (3:00 - 7:00 P.M.)



Severe congestion (<30 mph)

Moderate or intermittent congestion (30-50 mph)

Congested signalized intersection (continuous)

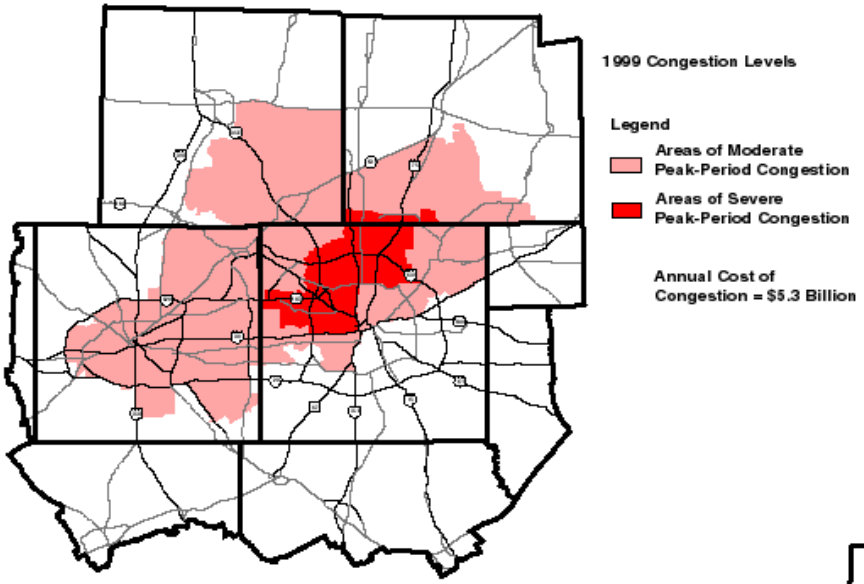
Congested signalized intersection (intermittent)

ARTERIAL STREETS
ARTERIAL INTERSECTIONS/ BOTTLENECKS
ITS PROGRAMS

ARTERIAL STREET PROGRAM

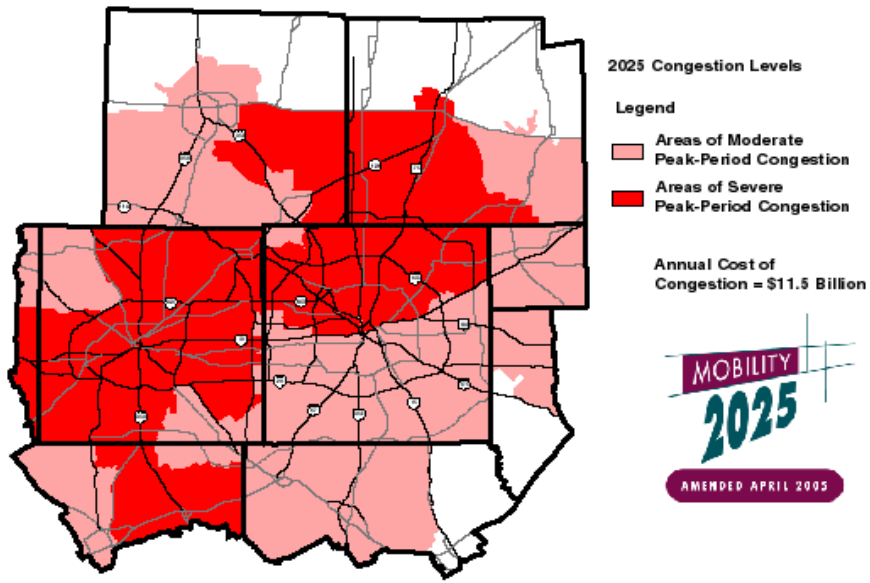
- Emphasis Areas:
  - Widen or Extend Existing Arterial Roadways and Projects That Construct New Arterial Roadways
  - Improve Mobility and Safety
  - Target Resources to Most Congested Areas
  - Currently Identified in the Mobility Plan and Transportation Conformity
  - Involve Multiple Transportation Modes
  - Create Permanent Improvements
  - Are Ready for Construction
  - Agencies Submitting Projects Under This Funding Initiative Must be Willing and Able to Sign TxDOT's Standard Right-of-Way Participation Agreement and LPAFA

Mobility 2025:
The Metropolitan Transportation Plan, Amended April 2005



	1999	2025	% Change
Population	4.5 M	8.0 M	75%
Employment	2.7 M	4.9 M	84%
VMT/Person	29.05	29.31	1%

	1999	2025	% Change
Vehicle Miles Traveled	125 M	233 M	86%
Roadway Capacity	23.2 M	34.8 M	50%
Total Delay (Veh Hrs)	1.3 M	2.8 M	115%
% Roadways Congested	38%	53%	39%

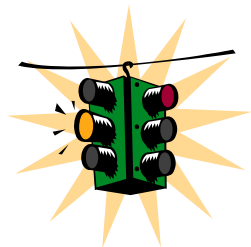


ARTERIAL INTERSECTION AND BOTTLENECK PROGRAM

- Emphasis Areas:
  - Reduce Travel Time, Delay, and/or Accidents Due to Implementation of Low-Cost Improvements
  - Improve Mobility, Safety, and Air Quality at Arterial Intersections or Along Arterial Streets
  - Currently Identified in the Mobility Plan, Transportation Conformity, and/or Major Investment Studies
  - Target Resources to Most Congested Areas
  - Involve Multiple Transportation Modes
  - Create Permanent Improvements
  - Ready for Construction
  - Agencies Submitting Projects Under This Funding Initiative Must be Willing and Able to Sign TxDOT's Standard Right-of-Way Participation Agreement and LPAFA

ITS PROGRAM

- Emphasis Areas:
  - Fill Gaps in the Existing ITS Infrastructure by Completing Critical Systems
  - Enhance Interagency Cooperation
  - Increase the Reliability of the Existing Transportation System
  - Promote Multimodal Usage
- Program Eligibility:
  - Consistent with Regional ITS Plans
  - Consistent with North Texas Regional ITS Architecture
  - Traffic Signal Communication Projects Are Eligible
  - Traditional Traffic Signal Improvement Projects Are Not Eligible
  - At Least a 20% Local or State Match
  - Right-of-Way Not Eligible
  - Cost Overruns Will Not be Funded with Additional Federal Funds



SUSTAINABLE DEVELOPMENT PROGRAM

SUSTAINABLE DEVELOPMENT PROGRAM TIMELINE

September 12-13, 2005	**NCTCOG Transportation Department Public Meetings**
October 13, 2005	**RTC Action on Sustainable Development Screening/Project Selection Process**
October 17, 2005	**Letter to Sustainable Development Partners Issuing Call for Projects**
October 17, 2005 - January 20, 2006	**Meet With Project Sponsors**
October 17-18, 2005	**Sustainable Development Public Meetings**
January 20, 2006	**Project Proposals Due by 5:00 p.m.**
January 25-26, 2006	**Sustainable Development Public Meetings**
April 13, 2006	**RTC Action on Final Project Recommendations**
July 1, 2006	**Anticipate Approval of Projects in Statewide Funding Document**

SUSTAINABLE DEVELOPMENT PROGRAM

Draft Screening/Project Selection Process

Funding For:

- Transportation Infrastructure
- Land Banking (Not to Exceed 20% of Total Sustainable Development Funds)
- Center of Development Excellence
- Local Sustainable Development Planning Programs

Funding Goals:

- Expand Rail Service Accessibility
- Support Transit-Oriented Developments
- Support Local Infill Developments

Minimum Criteria For Transportation Infrastructure:

- Consistent With “Areas of Interest”
- Correct Zoning In Place
- Public/Private Partnership

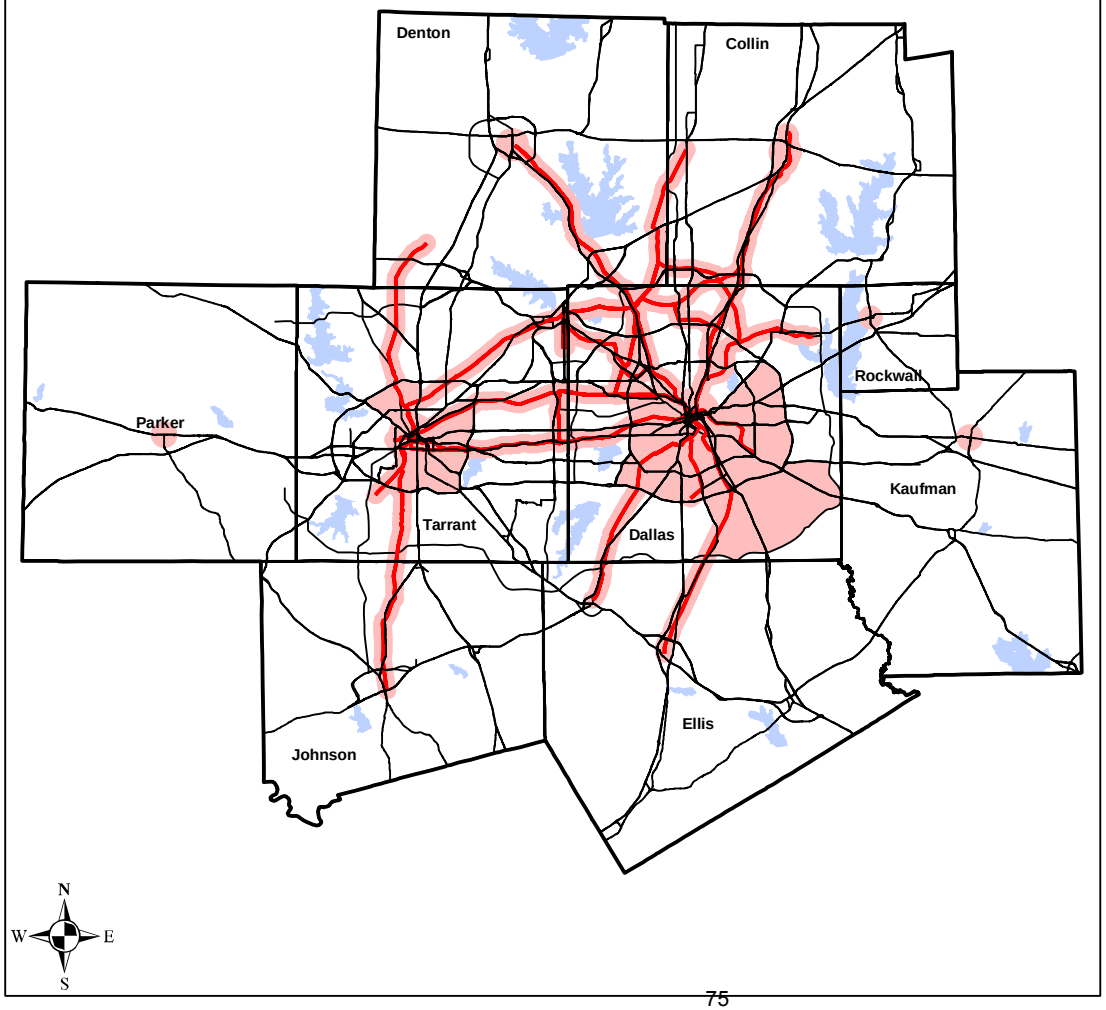
Incentives For:

- Housing-Income Match
- Workforce Housing Near Transit
- Areas with High Emitting Vehicles
- Density/Walkability
- Mix of Residential and Non-Residential Uses
- Job Creation In High Unemployment Areas
- Public Sector Action to Un-bank Previously Banked Land

DRAFT

SUSTAINABLE DEVELOPMENT PROGRAM

Sustainable Development Areas of Interest



Sustainable Development Areas of Interest

Legend

- Sustainable Development Focus Areas
- Major Roadways
- Mobility 2025 Rail System
- Dallas-Fort Worth Nine County Nonattainment Area
- Major Lakes

Focus Areas

Rail: Walking Distance to Current or Potential Future Station Location

Infill: Developed Area With a Concentration of Unemployed Persons, High Emitting Vehicles, or Low Income Households

Infill: Historic Downtowns With Multiple Contiguous Street Block Frontage of Pedestrian-Oriented Developments

North Central Texas Council of Governments Transportation Department

DRAF

2005 Sustainable Development Call for Projects

For Additional Information

Alicia Hopkins
ahopkins@nctcog.org
(817) 608-2380

or

www.dfwinfo.com/trans/landuse/joint_venture.html

QUESTIONS?

PROJECT GUIDANCE

PROPOSING ON- AND OFF-SYSTEM PROJECTS

- Definition of On- vs. Off-System Projects
  - Example:
    - I.H. 35
    - Park Lane
    - I.H. 35W at Basswood
- Matching Funds for Projects That Are on or That Cross the State System May or May Not be Paid by TxDOT
- Metropolitan Planning Organization (MPO) Will Get TxDOT Concurrence for Potential State Matching Funds

COST ESTIMATES

- Specify Requested Funding by Phase (i.e., Environmental, PE, ROW, Construction, E&C)
  - Ranges/Estimates
  - Utilities (Eligibility, Match Agreement)
- Provide Cost Breakdown by Phase
- Show Roadway and Non-Roadway Costs
  - Landscaping
  - Mitigation
  - Pedestrian Amenities

COST ESTIMATES (Continued)

- Amenities and Landscaping
  - 1% Threshold (of Construction Costs) for On-System Projects
  - Above 1% May be Eligible for Federal Funding, but Not Eligible for State Match for On-System Projects
  - Some Amenities May be 100% Local and Not Apply Toward 20% Match
- E&C Charges
  - What Are They?
  - When Do They Apply?
  - Estimate is Given as an Average, as They Change Every Year

PROJECT COSTS

- Pros and Cons of Using Federal Funds for PE and ROW
  - Federal/TxDOT Design Standards
  - Federal Procedures
  - Timing

- Items Typically Funded 100% Locally on Federal Projects
  - May Not Count Toward the Local Match Requirement
  - Examples Include Environmental Mitigation - Hazardous Waste, Tree Mitigation, Wetlands
  - Cost for Zoning/Ordinances Required Above TxDOT Standards

CONTRACTING WITH TxDOT

- Applies to All Federally Funded Projects
- Local Agreement Execution Process
  - District Sends Draft LPAFA to Implementing Agency
  - Implementing Agency Sends Executed LPAFA to District with First Installment of Local Match
  - District Sends Final LPAFA to TxDOT Austin
  - TxDOT Sends Request to FHWA for FPAA
  - FPAA is Received From FHWA
  - TxDOT Fort Worth Initiates Kickoff Meeting
  - Agencies in TxDOT Dallas District Should Initiate Kickoff Meeting
- Timeline
- Supplemental Agreements

CONTRACTING WITH TxDOT (Continued)

- Timeline
- Supplemental Agreements
- Implementing Agencies Must Sign Standard
  - LPAFA (example in handout)
  - Right-of-Way Participation Agreement (example in handout)
  - Terms Are Not Negotiable
  - Roles of Area Offices vs. District Offices

FEDERAL STANDARDS/PROCESS

- TxDOT Standards and Specifications Required on All Federally and State-Funded Projects
- Required Even if Project is Locally Let
- If Paying for PE 100% Locally, Agencies Must Still Use Federal/ TxDOT Standards on Federal Projects
- If Paying for ROW 100% Locally, Agencies Must Still Follow Federal/TxDOT Requirements on Federal Projects
- Example Schedule for Project Development

ENVIRONMENTAL DOCUMENTATION

- Types of Environmental Documents:
  - Blanket Categorical Exclusion (BCE)
  - Categorical Exclusion (CE)
  - Environmental Assessment (EA)
  - Environmental Impact Study (EIS)
- Implementing Agencies Should be Proactive in Completing Environmental Documentation
- Environmental Documents Should be Completed at Beginning vs. End of Project
- Environmental Documents Must be Completed Before Project Can Go to Letting or Project Will be Delayed

ENVIRONMENTAL DOCUMENTATION (Continued)

- Minimum timeframes (on- vs. off-system projects)
  - Items to be included in environmental documents provided in handouts
- Submit Final Document 12-18 Months Prior to Letting
- Implementing Agencies Encourage Communication Between Environmental and Engineering Consultants
- Design Should Not be Completed Before Starting the Environmental Process
- Recommend That Implementing Agencies Hire Consultants to Complete Environmental Documentation
  - Consultants Should be Pre-Certified in TxDOT Work Categories
  - If Implementing Agency is Not Asking for Reimbursement, They Do Not Have to Pre-Certify, but is Highly Recommended

ENVIRONMENTAL DOCUMENTATION (Continued)

- Engineering Plans Cannot Pre-Determine Outcome of Environmental Documentation
- ROW Acquisition Cannot Occur Prior to Environmental Clearance, Unless Not Seeking Reimbursement for ROW Expenses
- Public Involvement for Environmental Clearance
  - TxDOT Dallas leads environmental documentation
  - In TxDOT Fort Worth, the Implementing Agency is Responsible for Public Involvement, but TxDOT Provides Strong Guidance
- Environmental Clearance Decision is Valid for 3 Years After Initial Clearance
  - However, It is Still Better to Complete Environmental Review and Perform Re-Evaluation if Necessary
  - Re-Evaluation Can be Completed Relatively Quickly

TxDOT REVIEW OF PLANS

- Every Federally Funded Project Requires TxDOT Review of Plans
- 30% Plans
  - Implementing Agency Sends to TxDOT Area Office
  - TxDOT Area Office Reviews Plans (~3 Weeks Review Time)
- 60% Plans
  - Implementing Agency Sends to TxDOT Area Office
  - TxDOT Reviews Plans (~3 Weeks Review Time)
- 90-95% Plans
  - Implementing Agency Sends to TxDOT Area Office
  - TxDOT Area Office Sends to TxDOT District for Review (~4-5 Weeks Review Time)

TxDOT REVIEW OF PLANS (Continued)

- 100% Plans (Final Review)
  - Implementing Agency Sends to TxDOT Area Office
  - Reviewed Simultaneously by TxDOT Area Office and TxDOT District Office
  - Plans Are Processed for Letting
- Other Review Requirements
  - Bridge Layouts
  - Railroad Crossings

LOCAL LETS

- What is a Locally Let Project?
- TxDOT Makes the Decision Regarding Ability to Locally Let a Project Upfront
- Differences Between TxDOT Let and Locally Let Projects
- Process/Requirements
  - Implementing Agency Requests Local Letting
  - TxDOT Staff Must Sit In on Bid
  - Inspected Periodically to Verify Billing Submittals
  - Plans Must Meet AASHTO Standards
- Timeline

TIP MODIFICATIONS

- What is the TIP?
- Modification Timeline
  - Quarterly Cycle (Due in Austin on 1st Day of February, May, August, and November)
  - Deadline for Requests
    - Revisions - 3 Months Prior to Beginning of Quarterly Cycle
    - Administrative Amendments - 1½ Months Prior to Beginning of Quarterly Cycle
- RTC Modification Policy
  - Under Review
  - Cost Overrun Pool/Policy for Deleted Projects
  - Milestone Policy (LPAFA, Environmental, PE, ROW, Construction)
  - Proposing New Projects Out of Cycle

TIP MODIFICATIONS (Continued)

- STIP Revision Policy
  - Only Applies to Certain Modifications
  - Entails Federal and State Review (2 Months)
- Scope Changes
  - Requires RTC and STIP Action
  - Individual Locations
- Fixed Funded Projects
  - Sustainable Development
  - ITS

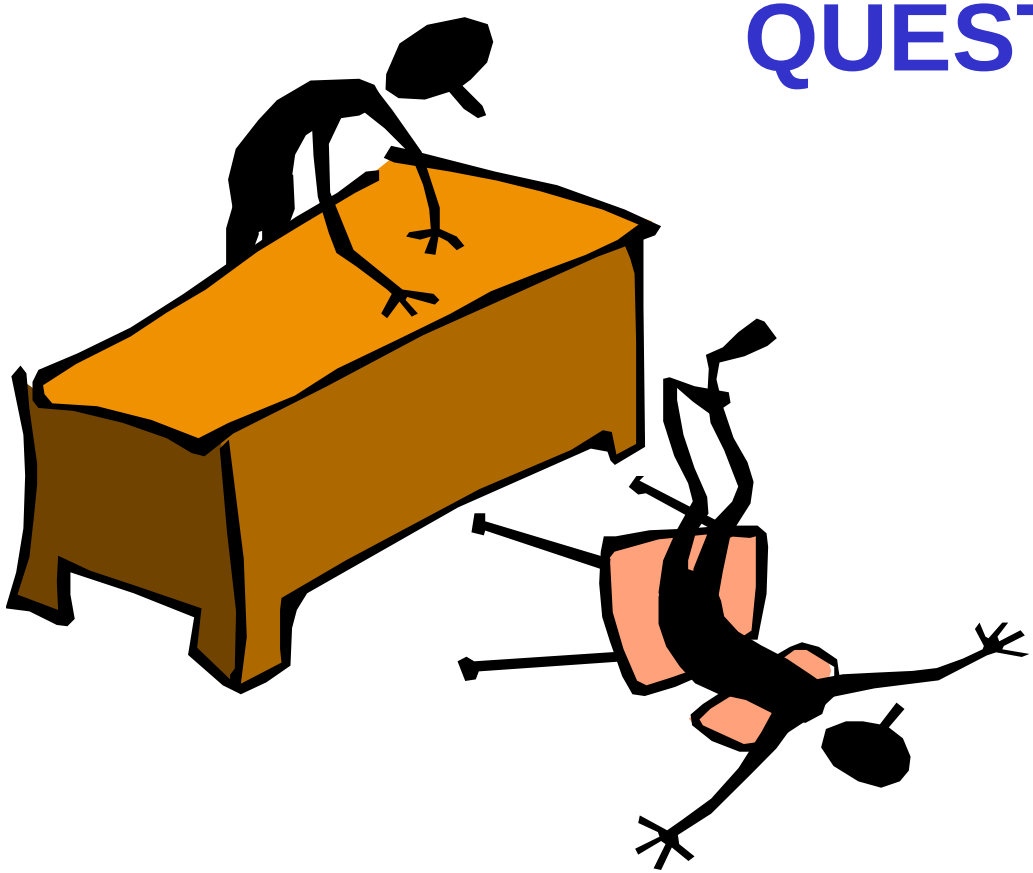
PROJECT APPLICATIONS

- Content
  - Freeway Interchange/Bottleneck Program
  - Arterial Street/Arterial Intersection and Bottleneck/ITS
  - Sustainable Development Program
- Procedures/Deadlines
  - Freeway Interchange/Bottleneck Program
  - Arterial Street/Arterial Intersection and Bottleneck/ITS
  - Sustainable Development Program
- Come Clean Policy (i.e., Enforcement of Milestones Policy)

OTHER FUNDING PROGRAMS

- Statewide Transportation Enhancement Program
- Future Funding Initiatives

QUESTIONS?



Contact Information

Partnership Program Workshops
Friday, September 16
Thursday, September 22
Tuesday, October 4

TxDOT Dallas District:

Wes McClure, Special Services Engineer
wmcclur@dot.state.tx.us
(214) 320-4461

Dan Perge, Assistant Advance Project Development Engineer
dperge@dot.state.tx.us
(214) 320-6283

TxDOT Fort Worth District:

Judy Anderson, Design Engineer
jander6@dot.state.tx.us
(817)370-6710

Joel Mallard, Contract Management Coordinator
jmallar@dot.state.tx.us
(817)370-6591

North Central Texas Council of Governments:

Christie Jestis, Senior Transportation Planner
cjestis@nctcog.org
(817)608-2338

LaDonna Smith, Transportation Planner II
lsmith@nctcog.org
(817)695-9254

North Central Texas Council of Governments
Transportation Department

Texas Department of Transportation