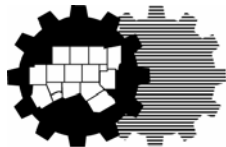


2007 CDA WORKSHOPS

Monday, May 7, 2007
Wednesday, May 9, 2007
Tuesday, May 15, 2007
Wednesday, May 16, 2007

Presented by:

North Central Texas Council of Governments
and
Texas Department of Transportation



INTRODUCTION

- **Introductions/Sign In**
- **Overview of S.H. 121 CDA Project and Funding**
- **Review of RTC Toll Policies**
- **Available Funding/Project Eligibility**
- **Funding Priority and Emphasis Areas**
- **Information to Assist With Project Applications**
- **Project Application Procedures/Deadlines**



VALUE OF S.H. 121 CDA TOLL PROJECT

	Funding in <u>\$ Billions</u>
Upfront Concession Fee	\$2.10
Excess Revenue Over Time (Net Present Value)	0.70
Construction of S.H. 121	0.56
Operations, Maintenance, Rehabilitation, and Capacity Enhancement Costs (Net Present Value)	1.70
Revenue Sharing (Banded Amounts)*	---
	<hr/>
Total (Net Present Value)	\$5.06+

Note: Figures are approximate and are subject to CDA contract execution and financial closing.

*** Significant funding may be available if future toll road volumes are higher than anticipated.**

EXCESS TOLL REVENUE SHARING

Purpose: to establish a framework for the allocation of future revenue from toll projects in the North Central Texas region.

1. The focus of this policy is Texas Department of Transportation (TxDOT) sponsored toll projects.*
2. Excess toll revenue is defined as annual toll revenue after the annual debt service, and after annual reserve funds have been set aside to cover facility operational costs, anticipated preventive maintenance activities, assigned profit and related expenses for the Comprehensive Development Agreement, and the expected cost of rehabilitation or reconstruction of the facility.
3. All excess revenue generated from individual toll projects shall remain in the TxDOT district in which that revenue-generating project is located.

*Excludes managed lanes

EXCESS TOLL REVENUE SHARING

4. Excess revenue generated from individual toll projects shall be placed in county-specific accounts and prorated based on the residential county of all toll payers on all toll roads. Revenue from eastern and western subregion toll users will result in an adjusted split of Category 2 funds. This adjustment will be made to the eastern and western category funding allocation at the time of its implementation. These funds can be used to fund future projects either on or off the State system.
5. Projects funded with excess toll revenue should be selected in a cooperative TxDOT-Regional Transportation Council (RTC) selection process which considers the desires of the cities and counties in which the revenue-generating project is located.
6. All previous RTC agreements will be honored.
7. RTC supports the Texas Department of Transportation/North Texas Tollway Authority Regional Protocol.

DISTRIBUTION OF TOLL TRANSACTIONS BY COUNTY

For Allocation of Excess Toll Revenue Associated with S.H. 121 CDA Project¹

(Based on January 2007 Data)

DRAFT

County	Cash Transactions	Toll Tag Transactions	TxTag Transactions ²	Total Transactions	Percent of Total
Collin County	\$1,050,035	\$4,461,287		\$5,511,321	39.81
Dallas County	1,038,516	4,573,077		5,611,593	40.54
Denton County	530,900	1,273,873		1,804,774	13.04
Ellis County	24,025	53,029		77,054	0.56
Johnson County	3,271	15,484		18,755	0.14
Kaufman County	13,459	40,612		54,071	0.39
Parker County	2,119	12,974		15,093	0.11
Rockwall County	28,151	129,417		157,568	1.14
Tarrant County	174,509	417,796		592,305	4.28
	\$2,864,985	\$10,977,549	\$0	\$13,842,534	100.00

Notes:

1 Percentages will be used to allocate excess toll revenue from the S.H. 121 CDA project in Denton/Collin Counties.

2 TxTag transaction data not yet available.

S.H. 121 COLLIN/DENTON COUNTY CDA PROJECT

Distribution of CDA Proceeds by County

(\$ in Millions)

DRAFT

Concession Fee¹

Up Front Concession Fee	\$2,100
Future Payments ²	700
Construction of S.H. 121	<u>560</u>
	3,360

Ratio of Bonding Capacity to Excess Revenue³

Bonding Capacity (77%)	\$2,587
Excess Revenue (23%) ²	<u>773</u>
	3,360

Bonding Capacity Share by County⁴

Collin County (37.5%)	\$970
Dallas County (9%)	233
Denton County (53.5%)	<u>1,384</u>
	2,587

Share of S.H. 121 CDA Proceeds by County

	Concession Value	Collin County	Dallas County	Denton County	Ellis County	Johnson County	Kaufman County	Parker County	Rockwall County	Tarrant County
77% Bonding Capacity	\$2,587	\$970	\$233	\$1,384						
23% Excess Revenue (over time)	773	308	313	101	4	1	3	1	9	33
Cost of S.H. 121 Improvements	-560	-560								
Subtotal	2,800	718	546	1,485	4	1	3	1	9	33
Financial Backstops ⁵			-200							-25
Total Remaining for Additional Projects⁶		\$718	\$346	\$1,485	\$4	\$1	\$3	\$1	\$9	\$8

Notes:

- 1 Represents concession fee minus operating costs, maintenance, rehabilitation, capacity expansion, and potential banded amounts.
- 2 Represents the net present value of future payments from the concessionaire. Actual dollar amounts will be higher in future years.
- 3 Ratio based on latest traffic and revenue study used by Texas Department of Transportation during S.H. 121 CDA procurement.
- 4 County shares based on the net present value of revenue generated in each county for the entire 50 years of the contract. Shares were validated against vehicles miles of travel in NCTCOG model (2015 network). Dallas/Denton County shares prorated based on vehicles miles of travel in NCTCOG model (2015 network).
- 5 Dallas County backstop is for I.H. 635 project. Tarrant County backstop is for the S.H. 121 Funnel project.
- 6 These funds will be used to honor commitments made in the S.H. 121 Memorandum of Understanding (MOU) and S.H. 161 MOU.

TIMELINE

Apr 2007	Announcement Letter Mailing
May 2007	CDA Workshops
June 29, 2007	Project Proposals Due to NCTCOG by 5:00 P.M.
Jul/Aug 2007	Review Project
Aug 2007	Public Meetings – Draft Recommendations
Aug 2007	STTC (Information) – Draft Recommendations
Sep 2007	RTC (Information) – Draft Recommendations
Sep 2007	STTC (Action) – Final Recommendations & Add to TIP
Oct 2007	RTC (Action) – Final Recommendations & Add to TIP

***Projects Subject to Commission Approval Via Minute Order (May Occur Through Regular Unified Transportation Program Approval).**

PRICED FACILITIES



The Metropolitan Transportation Plan

Priced Facilities

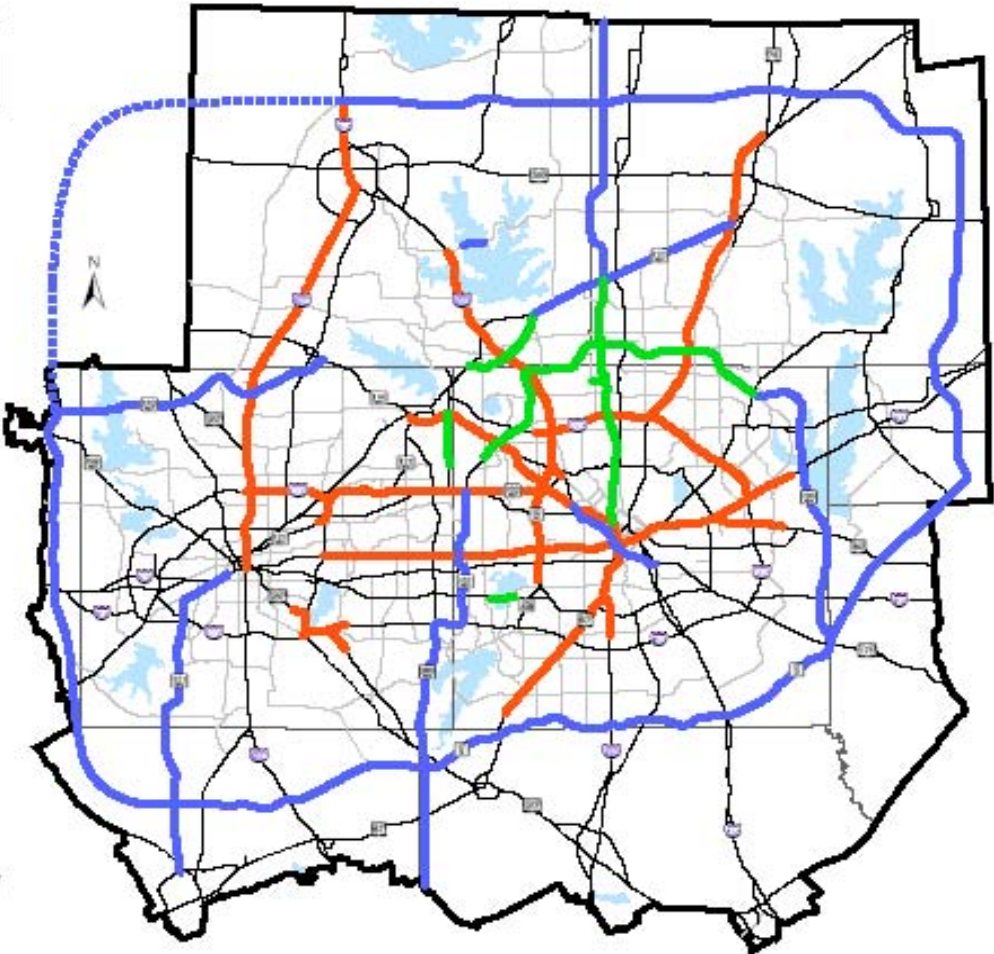
Legend

- Existing Toll Facilities
- Proposed Toll Facilities
- Proposed HOV/Managed Facilities*
- Freeways/Tollways

Fort Worth CBD



Dallas CBD



Corridor specific design and operational characteristics for the Freeway/Tollway system will be determined through ongoing project development.

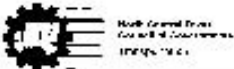
Additional and Improved Freeway/Tollway Interchanges and service roads should be considered on all Freeway/Tollway facilities in order to accommodate a balance between mobility and access needs.

All Freeway/Tollway corridors require additional study for capacity, geometric, and safety improvements related to truck operations.

New facility locations indicate transportation needs and do not represent specific alignments

Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeway or tollway lanes are being considered.

* Existing lanes in corridor remain free. Toll charged on new capacity only and will include HOV incentives.



\$16.8 Billion of Innovative Funding Strategies

S.H. 121 PROJECT



The Metropolitan Transportation Plan

Priced Facilities

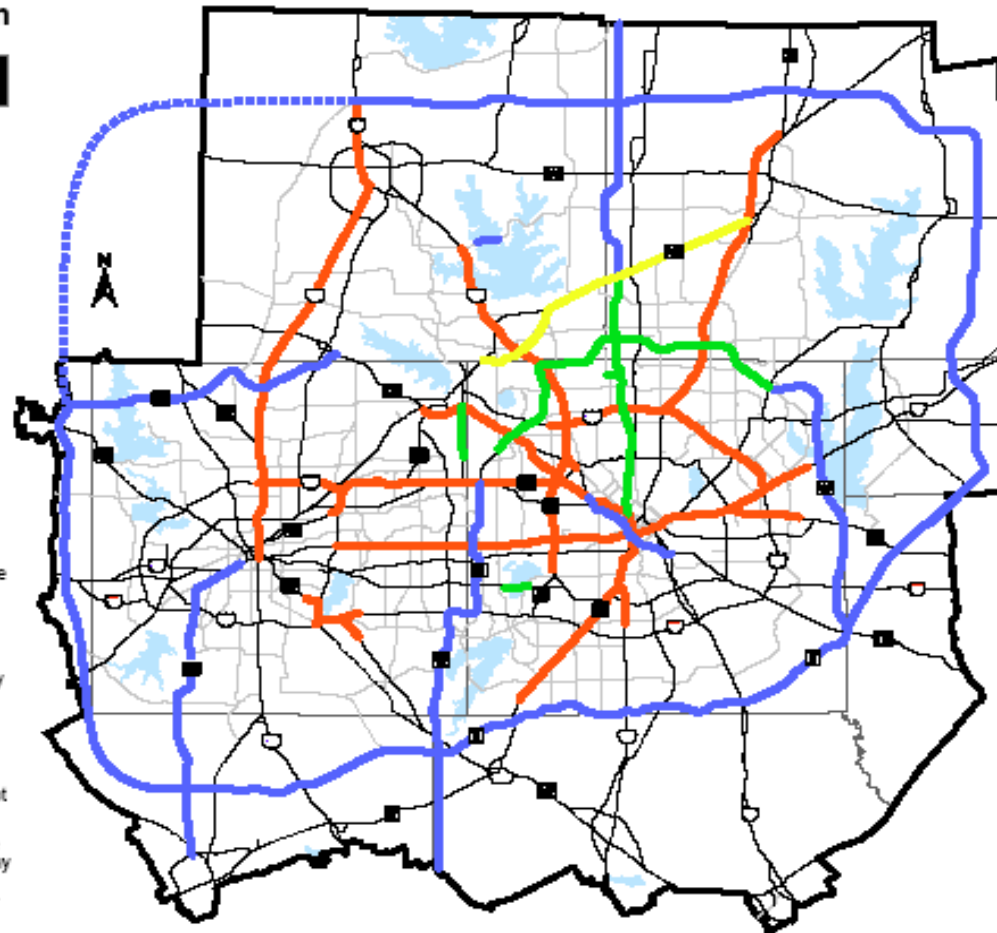
Legend

- SH 121 Project Limits
- Existing Toll Facilities
- Proposed Toll Facilities
- Proposed HOV/Managed Facilities*
- Freeways/Tollways

Fort Worth CBD



Dallas CBD



Corridor specific design and operational characteristics for the Freeway/Tollway system will be determined through ongoing project development.

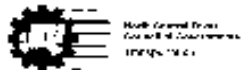
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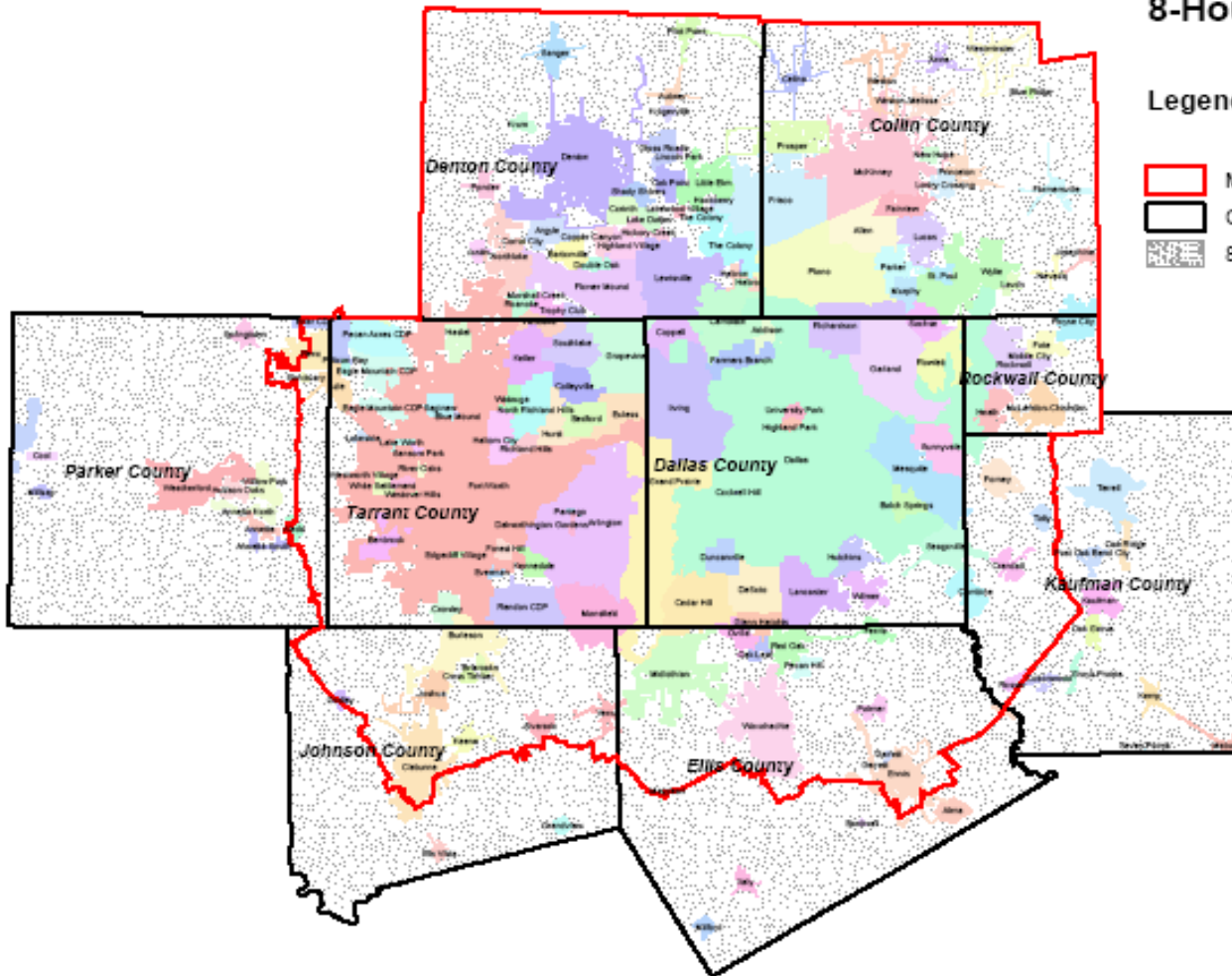
\$16.8 Billion of Innovative Funding Strategies

January 11, 2007


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

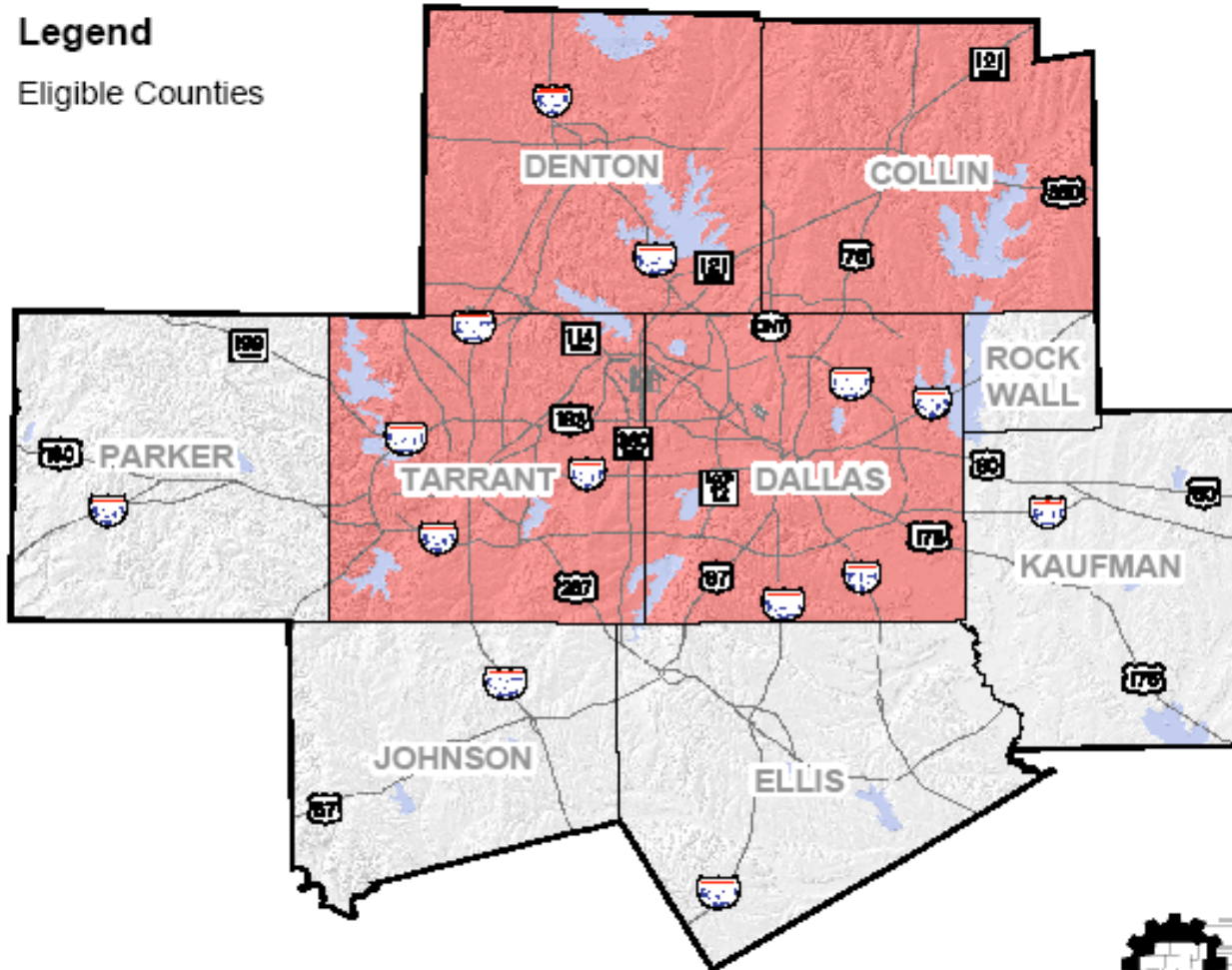
Legend

-  MPA Boundary
-  Counties
-  8-Hour Nonattainment Area



2007 CDA Funding Initiative Eligible Counties

 Legend
Eligible Counties



North Central Texas
Council of Governments
Transportation

LOCAL MATCH

- **Minimum 20% Local Match Is Required**
- **Funding Initiative Designed to Leverage New Transportation Dollars**
- **Partnership Efforts Are Strongly Encouraged**
- **In-kind Matches Are Not Eligible**
- **Requires Cash Match**

ELIGIBLE PROGRAMS & PROJECT TYPES

- **Roadways**
 - **Freeways**
 - **Tollways**
 - **HOV/Managed Lanes**
- **Transit**
 - **Bus**
 - **Rail**
- **Air Quality**
 - **Intersection Improvements**
 - **Traffic Signal Improvements**
 - **Intelligent Transportation Systems**
 - **Bicycle/Pedestrian Improvements**
 - **Park-and-Ride Facilities**
 - **Other, Regional, Innovative Projects and Programs**

ELIGIBLE PROGRAMS & PROJECT TYPES

- **Off-System Improvements Must Demonstrate Air Quality Benefits**
- **Roadway Projects Must Be:**
 - **Title 23 Eligible (Federal Transportation Law)**
 - **On-System Mobility Projects**
 - **Off-System Mobility Projects of a Functional Classification of Collector or Greater**
- **Includes Planning, Design, Construction, and Right-of-Way Acquisition for Specific Projects**
- **Stand alone planning, design, or right-of-way projects are not eligible**

PROJECTS NOT ELIGIBLE FOR CDA FUNDING

- **Routine Maintenance, Rehabilitation, and Maintenance Activities**
- **Replacement of Track or Other Equipment, Bridge or Station Reconstruction**
- **General Planning Activities (i.e., Economic or Demographic Studies) That Do Not Directly Support a Transportation/Air Quality Project**
- **Preparation of Stand Alone Environmental Documents**

OTHER PROGRAMS AND CONSIDERATIONS

- **Set Asides**
 - Safety (\$25 million)
 - Sustainable Development (\$40 million)
 - New Boundary Counties (\$25 million)
 - Sustainability for Transit Operation Coordination (\$1 Million Per Year)
 - Toll User Perimeter Counties (Funding Amount Dependent Upon Final County Totals)
- **Federal/Non-Federal Funding Split**
 - Implications for Individual Projects

ROADWAY ELIGIBILITY

Federal Functional Classification System

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

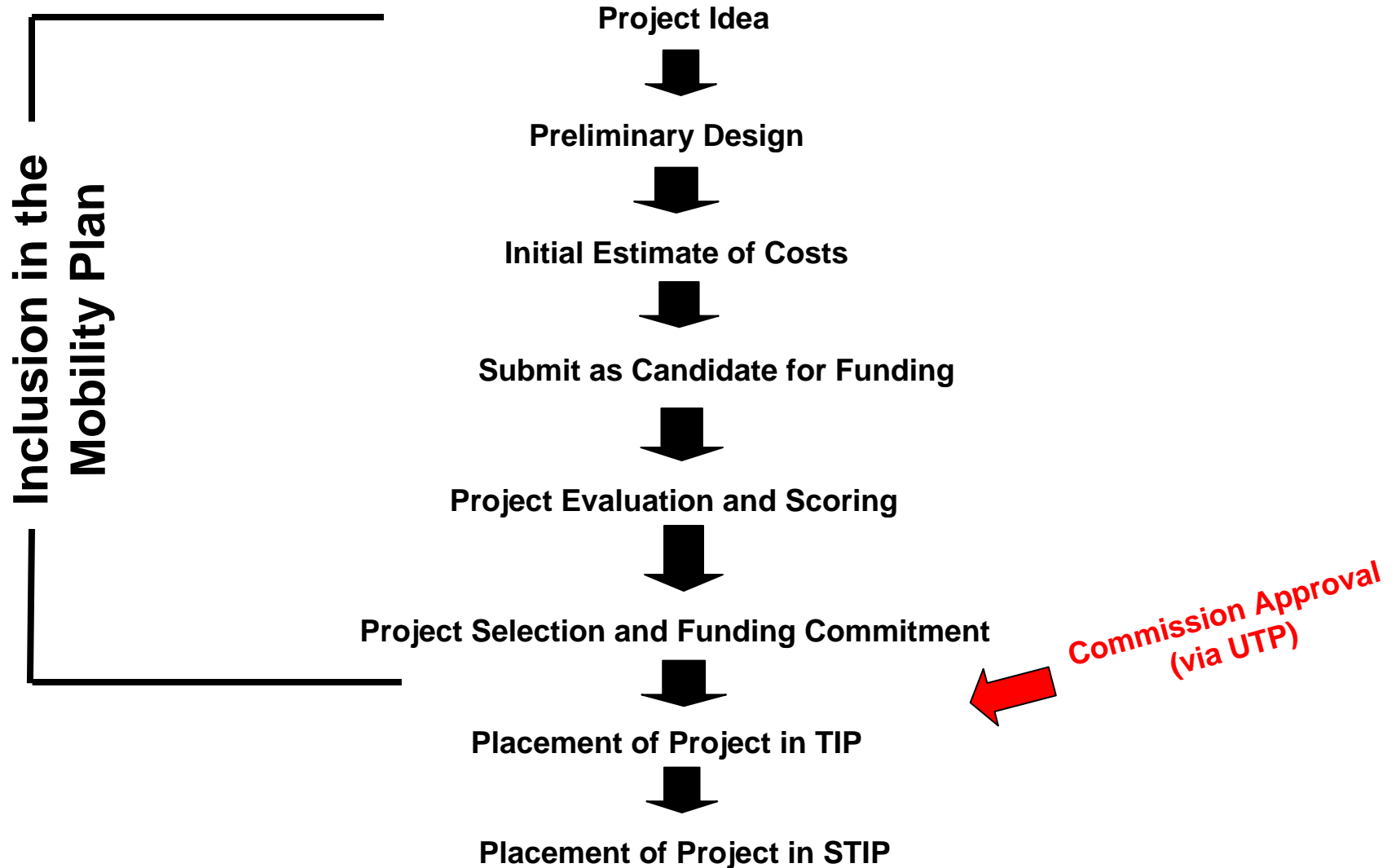
PRIORITIES

- **Pursue Legislative Approval of Interest Retention**
- **Funding Priority**
 - **Program Cost Overruns on Current Commitments**
 - **Consider Projects Impacted by Federal Rescissions**
 - **Program New Projects**
- **Think Outside the Box**
- **Plans, Policies, Partnerships, Programs, Projects**

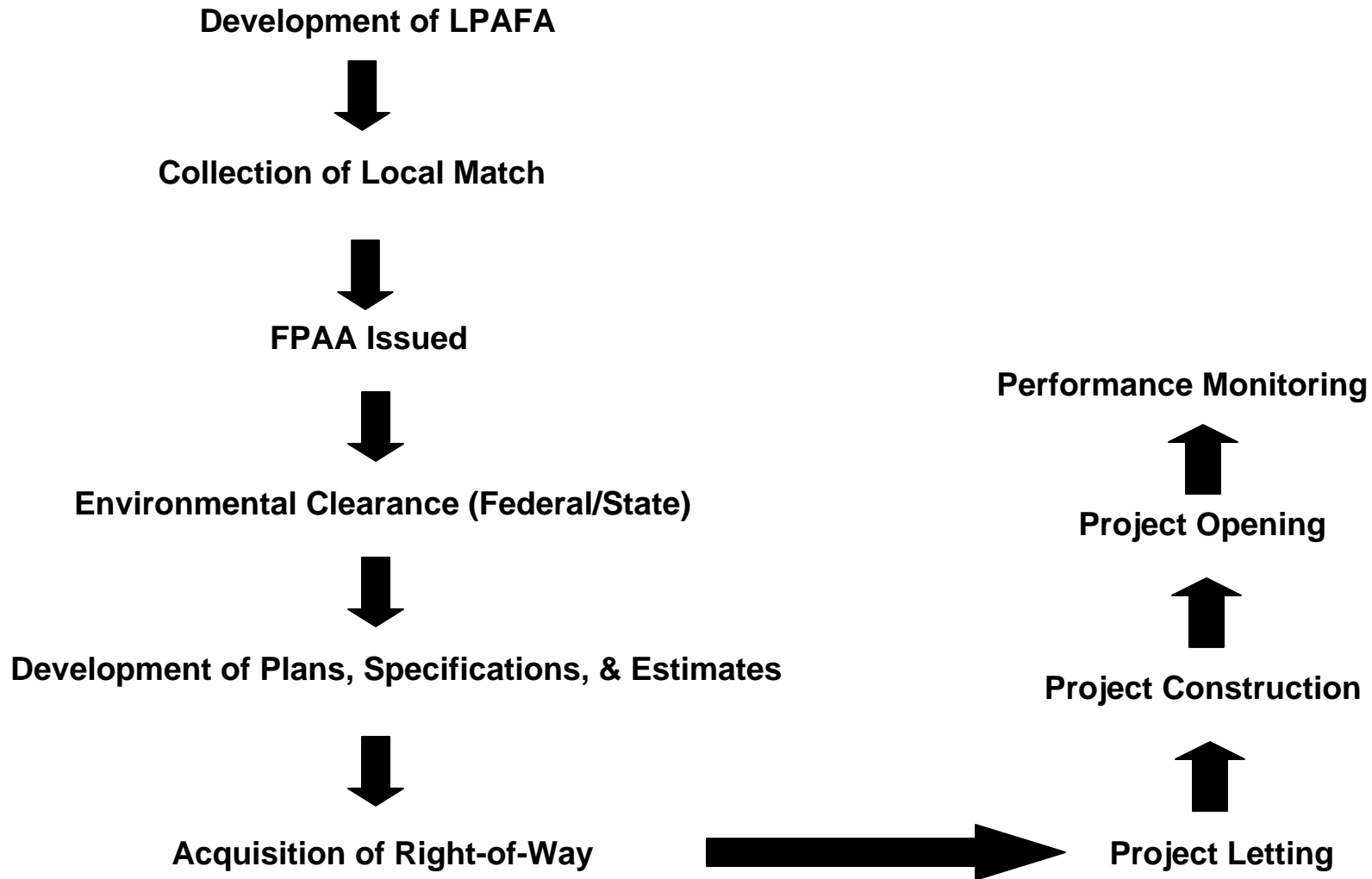
EMPHASIS AREAS

- **Consideration of Local Government Desires and Evaluation of Purpose and Need for Each Project**
- **Partnerships that Leverage Available Funds**
- **Need For Project**
- **Interjurisdictional Projects**
- **Construct a Transportation System (vs. Stand-Alone Projects)**
- **Implement Strategies Identified in Congestion Management Process**
- **Consistency with Metropolitan Transportation Plan and Air Quality Conformity**
- **Regional Significance of Facility**

PROJECT DEVELOPMENT PROCESS



PROJECT DEVELOPMENT PROCESS (Continued)



APPROVAL PROCESS

- **Staff Review & Recommendation**
- **Public Involvement**
- **STTC Action**
- **RTC Action**
- **Commission Approves Projects Through UTP**
- **Add Projects to TIP/STIP**
- **Local Agency Signs Agreement with TxDOT**

MOBILITY 2030 PLAN RECOMMENDATIONS

PRIORITIZATION OF IMPROVEMENTS

Maintenance and Operation of Existing Facilities

Improve Efficiency of Existing Facilities

Trans. System Management
Intelligent Trans. Systems

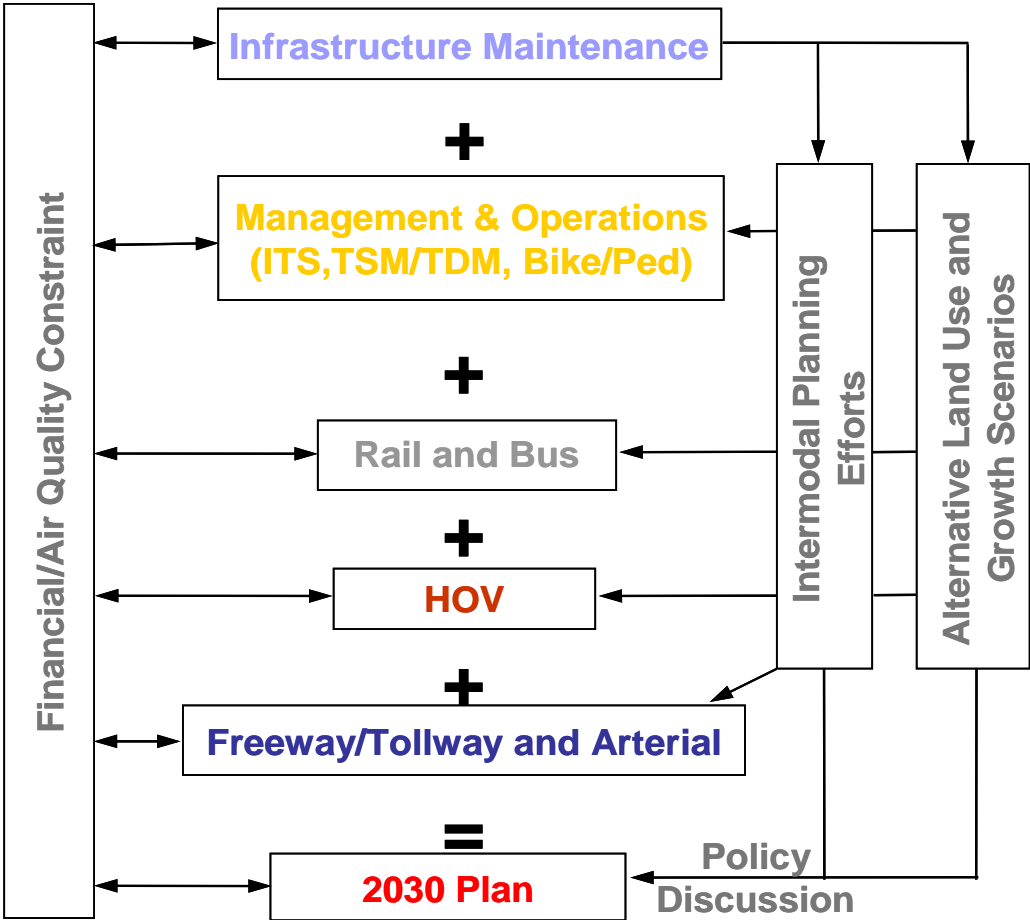
Remove Trips From System

Carpool/Vanpool Program
Pedestrian/Bicycle Facilities

Induce Switch to Transit
Bus/Commuter Rail/Light Rail

Increase Auto Occupancy
HOV System

Additional Single Occupant Vehicle Capacity
Freeway/Tollway
Regional Arterial



MOBILITY PLAN RECOMMENDATIONS

- **Travel Demand Management**
 - ETR, Vanpools, Park-and-Rides, TMA's
- **Transportation System Management**
 - Intersection and Signal Improvements
 - Freeway Bottlenecks
 - Special Events Management
- **Intelligent Transportation Systems**
 - Regional Architecture

MOBILITY PLAN RECOMMENDATIONS

- **Bicycle/Pedestrian Improvements**
 - On Street
 - Veloweb
 - Bicycle/Pedestrian Districts
 - Stand Alone Improvements
- **Transit**
 - Operations
 - Bus Transit
 - Rail Transit

QUESTIONS?



PROJECT GUIDANCE



PROPOSING ON- AND OFF-SYSTEM PROJECTS

- **Definition of On- vs. Off-System Projects**
 - **Examples:**
 - 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**
- **Provide Date of Latest Cost Estimate**
- **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

UTILITIES

- **Federally Funded, On-System, Non-Interstate Project (i.e., SH, US, FM, BUS), in Which Utilities Are in State's ROW – If Utilities Must Be Moved to Widen Facility, Owner Must Move at Owner's or Local Government's Expense**
- **Federally Funded, On-System, Non-Interstate Project in Which Utilities Are in Own Easement – If Roadway Encroaches Upon Easement, Federal and State Funds Can Pay For Relocation**
- **Federally Funded, On-System, Interstate Project – Utility Relocation Funded With 100% Federal Funds**
- **Federally Funded, Off-System Project, in Which Utilities Are Located in Easement – Relocation Reimbursed With Federal Funds**



UTILITIES

- **Federally Funded, Off-System Project, in Which Utilities Are Not in Easement - Relocation Funded With 100% Locally**
- **Federal or State Funded, Bridge Program - Local Entities Must Buy ROW and Pay for Relocation Costs (100% local)**
- **RTC/Locally Funded Project - Relocation Not Eligible**
- **Burying Utilities – Not Eligible**
- **Additional Information Available in Workshop Materials and on TxDOT's Local Government Web Page**



CONTRACTING WITH TxDOT

- **Applies to All Federally and State Funded Projects**
- **Local Agreement Execution Process**
 - **Once Project is Approved in TIP/STIP, Implementing Agency Should Contact District Representative**
 - **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**

CONTRACTING WITH TxDOT (Continued)

- **Timeline**
- **Supplemental Agreements**
- **Implementing Agencies Must Sign Standard Agreement**
 - 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 Workshop Materials**
- **Submit Final Document 12-18 Months Prior to Letting**
- **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 Still Highly Recommended**

ENVIRONMENTAL DOCUMENTATION (Continued)

- **Implementing Agencies Should Encourage Communication Between Environmental and Engineering Consultants**
- **Design Should Not Be Completed Before Starting the Environmental Process**
 - **Engineering Plans Cannot Pre-Determine Outcome of Environmental Documentation**
- **ROW Acquisition Cannot Occur Prior to Environmental Clearance, Unless Not Seeking Reimbursement for ROW Expenses**

ENVIRONMENTAL DOCUMENTATION (Continued)

- **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**
 - **Better to Complete Environmental Review and Perform Re-Evaluation if Necessary**
 - **Re-Evaluation Can be Completed Relatively Quickly**

TxDOT REVIEW OF PLANS

- **Every Federal or State 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**
 - **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

General Content

- **Project Status (New or Existing With Cost Overrun)**
- **Project Location (Street Name and Project Limits)**
- **Project Description**
- **Photographs of Project or Project Area**
- **Map of Project Area**
- **GIS Shapefiles**
- **Project Type (New Roadway, Addition of Lanes, Rail Transit, etc.)**
- **Project Justification (Purpose and Need for Project)**

PROJECT APPLICATIONS

General Content

- **Multimodal Elements**
- **Project Phases to Be Funded**
- **Estimated Let/Start Dates (For Each Phase)**
- **Completion Dates (For Each Phase)**
- **Cost Estimate (For Each Phase)**
- **Date of Cost Estimate**
- **Local Match**
- **Other Financial Leveraging**
- **Project Contact Information**

PROJECT APPLICATIONS

New or Different Items

- **Roadway Projects**
 - Date of Initial Construction or Last Major Reconstruction
 - Roadway Type (Freeway, Tollway, HOV/Managed Lanes, Arterial)
 - On-System vs. Off-System Projects
- **Transit Projects**
 - Institution Serving As Transit Agency
- **Intersection/Traffic Signal/ITS Improvements**
 - Give Two Major Cross Streets or Limits of Corridor
 - Provide List of All Locations to Be Improved
 - MAPSCO Page Number
 - Date of Last Retiming and Traffic Count (Signals Only)

PROJECT APPLICATIONS

New or Different Items, Continued

- **Bicycle/Pedestrian Projects**
 - Facility Location and Limits
 - MAPSCO Page Number
 - Project Description (Be Specific)
 - Nearby Land Uses and Expected Types of Users
 - Expected Number of Users (Include Methodology)
 - Availability of Right-of-Way
- **Park-and-Ride Facilities**
 - Project Description Includes Number of Spaces, Access/Egress, Description of Amenities
- **Other, Regional, Innovative Programs/Projects**
 - Describe Project and Project Need Fully
 - Clarify If New Program, Extension of Existing Program, or Expansion of Existing Program

PROJECT APPLICATIONS

Procedures

- **Download Form/Application**
 - Online at <http://www.nctcog.org/trans/tip/cda>
 - In MS Access
 - Can Use Computer in NCTCOG Offices If Needed
 - Upload PDF Copy of Maps, GIS Shapefiles
- **NCTCOG Staff Available For Questions Leading Up to Submittal Deadline**
- **Can Request Two-Week Reminder Using “Intent to Submit Card”**
 - Recommend Sending Form In As Soon As Possible


PROJECT APPLICATIONS

Procedures/Deadlines

- **Upload Application Form by 5:00 P.M. on June 29, 2007**
 - **Must Include All Requested Materials**
 - **Including Application Form, Maps, GIS Shapefiles**
 - **Must Include Individual Locations (Only Applies to Certain Project Types)**
- **Provide Hard Copy of All Materials by 5:00 P.M. on June 29, 2007**
 - **Must Be “In Hand” by Deadline, Post Marked by Deadline Is Not Considered On Time**
 - **Two Printed Copies of Entire Application, Including:**
 - **Copy of Application Form (Signed by Project Contact)**
 - **Copy of Maps**

PROJECT APPLICATIONS

Uploading Online

 **NCTCOG**
North Central Texas Council of Governments

Search NCTCOG

Programs > Topics A-J > Topics K-Z > Departments > Services > About Us

transportation


Home > Transportation Home > Transportation Funding / Transportation Improvement Program (TIP) [Print this page](#)

2007 CDA Funding Initiative

General information

- Letter
- Workshop flyer
- General outline of requested proposal content
- Intent to submit

Application form coming soon



CONTACT US | SITE MAP | LEGAL | SYSTEM REQUIREMENTS

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

PROJECT APPLICATIONS

Uploading Online

CDA Project Submittal

Implementing Agency

Facilitator

City Name

County Name

Status New Project Existing Project with Cost-Overrun

Construction or Reconstruction Year

Project Name

Program Type

<input type="checkbox"/> Air Quality?	<input type="checkbox"/> Transit?	<input type="checkbox"/> Highway?	<input type="checkbox"/> Arterial?
<input type="checkbox"/> Traffic Signals	<input type="checkbox"/> Bus	<input type="checkbox"/> New Roadway	<input type="checkbox"/> New Roadway
<input type="checkbox"/> ITS	<input type="checkbox"/> Rail	<input type="checkbox"/> Addition of Lanes	<input type="checkbox"/> Addition of Lanes
<input type="checkbox"/> Park-and-Ride		<input type="checkbox"/> Bottleneck Removal	
<input type="checkbox"/> Bike/Pedestrian		<input type="checkbox"/> Interchange	
<input type="checkbox"/> Intersection Improvements		<input type="checkbox"/> Managed Lanes/HOV	
<input type="checkbox"/> Regional/Innovative			

Project Location MAPSCO Page

Project From On-System

Project To Off-System

Project Description Land Uses

Facility Users

Multimodal

PROJECT APPLICATIONS

Uploading Online

	Traffic Count	<input type="text"/>
	Right-of-Way Availability	<input type="text"/>
Engineering	<input type="text"/>	Est Let Date <input type="text"/> Est Comp Date <input type="text"/> Cost Est <input type="text"/> \$0.00 Date <input type="text"/>
Environmental	<input type="text"/>	Est Let Date <input type="text"/> Est Comp Date <input type="text"/> Cost Est <input type="text"/> \$0.00 Date <input type="text"/>
Right-of-Way	<input type="text"/>	Est Let Date <input type="text"/> Est Comp Date <input type="text"/> Cost Est <input type="text"/> \$0.00 Date <input type="text"/>
Utilities	<input type="text"/>	Est Let Date <input type="text"/> Est Comp Date <input type="text"/> Cost Est <input type="text"/> \$0.00 Date <input type="text"/>
Construction	<input type="text"/>	Est Let Date <input type="text"/> Est Comp Date <input type="text"/> Cost Est <input type="text"/> \$0.00 Date <input type="text"/>
Implementation	<input type="text"/>	Est Let Date <input type="text"/> Est Comp Date <input type="text"/> Cost Est <input type="text"/> \$0.00 Date <input type="text"/>
Staff Time	<input type="text"/>	Est Let Date <input type="text"/> Est Comp Date <input type="text"/> Cost Est <input type="text"/> \$0.00 Date <input type="text"/>
Local Match Provider	<input type="text"/>	Amount <input type="text"/> Year Available <input type="text"/>
Financial Leveraging	<input type="text"/>	
Suffix	<input type="text"/> Miss	
First Name	<input type="text"/>	Middle Initial <input type="text"/> Last Name <input type="text"/>
Job Title	<input type="text"/>	Department <input type="text"/> Company <input type="text"/>
Address1	<input type="text"/>	
Address2	<input type="text"/>	
City	<input type="text"/>	Phone <input type="text"/> Extension <input type="text"/>
State	<input type="text"/>	Fax <input type="text"/>
Zip Code	<input type="text"/>	Email <input type="text"/>
CDA Workshop Certification	<input type="text"/>	

Some of the agency responsible for overseeing the project

PROJECT APPLICATIONS

Uploading Online



NCTCOG
North Central Texas Council of Governments

transportation

Instructions

- Before uploading, you may optionally want to zip all files for a particular category (if you have multiple files, such as for a shapefile)
- The maximum size for each file you upload is 50 MB
- Enter your agency and project name as well as the category of file you are uploading in the blanks below (please do not include any punctuation or special characters in your input).
- Click on the "Browse..." button below to select the file from your computer to upload.
- Click on the "Upload" button at the bottom of the page
- When the upload is complete, you will see a confirmation page (this may take a little while depending on your connection speed and size of the file you are uploading)
- Repeat the process for each file you wish to upload

Your agency:

Your project name:

Category of file you are uploading (application, photo, map, shapefile, etc.):

File to upload:

OTHER FUNDING PROGRAMS

- Pass-Through Tolling/Financing
- Safe Routes to School Program
- Future Funding Initiatives
- “One Stop Shop”



QUESTIONS?

