

MINUTES

Regional Transportation Council PUBLIC MEETINGS

- ***Draft Recommendations: Fiscal Year(FY) 2012 and Fiscal Year 2013 Unified Planning Work Program(UPWP)***
- ***Proposed Modifications to the List of Funded Projects***
- ***Draft Project Recommendations: SH 161 Regional Toll Revenue Funding Initiative and Proposition 12 Update***

Meeting Dates and Locations

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

1. Tuesday, June 14, 2011 – 10:30 am – Tarrant County College Opportunity Center (Fort Worth); attendance: 15; moderated by Ken Kirkpatrick, Senior Program Manager, NCTCOG Transportation Department
2. Tuesday, June 14, 2011 – 6:30 pm – Duncanville Library; attendance: 7; moderated by Michael Morris, Director, NCTCOG Transportation Department
3. Wednesday, June 15, 2011 – 6:30 pm – Christopher A. Parr Library (Plano); attendance: 10; moderated by Tom Shelton, Senior Program Manager, NCTCOG Transportation Department

Public Meeting Purpose and Topics

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

1. Draft Recommendations : FY 2012 and FY 2013 UPWP– presented by Ken Kirkpatrick (Fort Worth), Vickie Alexander (Duncanville) and Vickie Alexander (Plano)
2. Proposed Modifications to the List of Funded Projects – presented by Marcos Narvaez (Fort Worth), Robert Pacleb (Duncanville) and Christie Jestis (Plano)
3. Draft Project Recommendations: SH 161 Regional Toll Revenue Funding Initiative and Proposition 12 Update – presented by Adam Beckom (Fort Worth), Adam Beckom (Duncanville) and Christie Jestis (Plano)

The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The 30-day comment period remained open through July 14, 2011. The presentations made at the meetings are available at: www.nctcog.org/trans/outreach/meetings.

Each person who attended the public meeting received a packet with a meeting agenda, a sheet on which to submit written comments, and a copy of the presentations. The names of RTC members were listed on the back of the agenda so attendees could see who represented them. A list of RTC members is online:

http://www.nctcog.org/trans/committees/rtc/RTC.prmry.mnbr.roster_memo.page2_vpj_060711.pdf.

Moderators at each meeting summarized each item on the public meeting agenda including information about Clean Air Action Day on July 7.

1. FY2012 and FY 2013 Unified Planning Work Program: The UPWP is developed biennially and modified as needed by NCTCOG and the Regional Transportation Council (RTC) as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area. The UPWP serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years.
2. Transportation Improvement Program: Transportation projects are tracked through the Transportation Improvement Programs (TIP). The TIP is a staged, multiyear program of projects approved for funding by federal, state, and local sources within the Dallas-Fort Worth area. Every two to three years NCTCOG with the Texas Department of Transportation (TxDOT), local governments, and transportation agencies, develop a new TIP.
3. SH 161 Funding Initiative and Proposition 12 Funding Partnership: Comprehensive Approach to Advance Project Construction: This gives an update on the SH 161 selection process and how it is funded. Proposition 12 funding is generated from the State general revenue bonds for transportation projects. We break down how much each county can receive in proposed funding for specific projects.

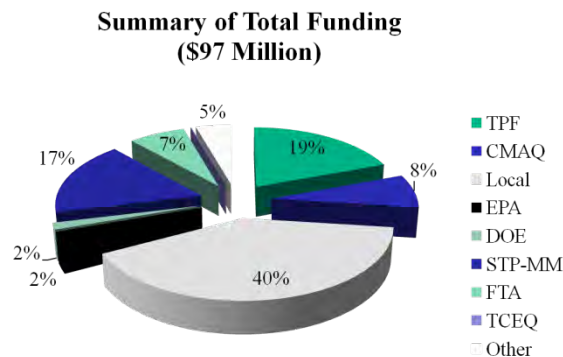
Summary of Presentations

A. Draft Recommendations : FY 2012 and FY 2013 UPWP – presented by Ken Kirkpatrick (Fort Worth) and Vickie Alexander (Duncanville and Plano)

- **Required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. The UPWP is one of four documents NCTCOG, the Metropolitan Planning Organization, must develop. In addition to the UPWP, the MPO is responsible for developing a long-term Metropolitan Transportation Plan, Transportation Improvement Program, and Congestion Management Process.**
 - **The UPWP is required by federal law to:**
 - Summarize annual MPO funding
 - Address regional and local issues
 - Inventory planning and programming activities
 - Allocate available funds to specific tasks
 - **The 12-county metropolitan planning area includes: Collin, Dallas Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.**
 - **UPWP tasks**
 - **Administration/Management:** Support Regional Transportation Council (RTC) and Surface Transportation Technical Committee (STTC)
 - **Data Development and Maintenance:** Develop traffic forecasts using travel surveys and travel models for larger initiatives.
 - **Short-Range Planning and Programming, and Air Quality and Transit Operations:** Identify funding for specific roadway and transit projects, and assess air quality conformity and implement emissions-reducing programs.
 - **Metropolitan Transportation Plan:** Develop a long range plan that guides federal transportation funding for projects over the next two years.
 - **Special Studies and System Operation:** Respond to local government requests for special studies.

- **NCTCOG invites local governments to submit technical assistance for requests to be considered for inclusion the UPWP. The following summarizes development of the FY 2012 and FY2013 UPWP:**
 - 37 technical assistance requests
 - 22 agencies submitted requests
 - 35 projects recommended for inclusion
 - Six projects inventoried for further assessment in October 2011
 - Three included as regional strategic initiatives; currently unfunded
 - Two projects not recommended for inclusion
- **Unified Planning Work Program
FY2012 and FY2013 funding summary**

FY2012 and FY2013 US Federal Transit Administration(FTA) (Sec.5303)	\$ 4,174,090
FY2012 and FY2013 US Federal Highway Administration(FHWA) (Estimated FHWA Metropolitan Planning Funds (PL))	\$13,483,806
FY2011 US FHWA (Estimated PL-Carryover)	<u>\$ 5,352,082</u>
Total Transportation Planning Funds	\$23,009,978
Anticipated Expenditures	\$18,864,000
PL Balance to carry-over to 2014	\$ 4,145,978



B. Proposed Modifications to the List of Funded Projects– presented by Marcos Narvaez (Fort Worth), Robert Pacleb (Duncanville) and Christie Jestis (Plano)

- The Transportation Improvement Program(TIP) is a federal and state-mandated inventory of transportation projects. The TIP contains projects funded with local, state, and federal funding sources that covers four years of available funding and is updated on a quarterly basis, but completely redeveloped every two to three years.
- Transportation Programming and Project Implementation

- Project Partners: Local governments, TxDOT, transit agencies and transportation agencies
- **Quarterly TIP modifications: two types**
 - Administrative amendments
 - Referenced Project Modifications May 2011 Administrative Amendments handout.
 - Have been finalized and are provided to the public for information purposes only.
 - Proposed modifications
 - Referenced Transportation Improvement Program Modifications August 2011 Revisions handout
 - These are modifications that require RTC approval.
 - Are provided for public review and comments
 - The RTC will consider 37 modifications July 14, 2011.
- **TIP modification types**
 - Adding projects to the TIP/State Transportation Implementation Plan (STIP)
 - Scope of work refinements
 - Cost increases/cost decreases
 - Change funding source or funding shares
 - Refinements to transit program of projects
- **Advancing projects to FY 2011**
 - In April 2011, TxDOT approved additional Category 12 and Texas Mobility Funds to advance FY 2012+ projects into FY 2011.
 - This leaves room to advance other projects from FY 2013+ to earlier years.
 - Specific Projects Advanced into FY 2011

	Federal/State Funding \$ in Millions
DART	
TRE Fleet (Locomotives, Cab Cars, Coaches, etc.)	\$2.00
Lake Highlands Town Center Station	\$3.34
Irving Light Rail Corridor (IRV-1 & IRV-2)	\$9.95
TxDOT – Dallas	
SH 121 (Section 13)	\$17.10
Total	\$32.39

- Referenced Projects Advanced to FY 2011 handout
 - The handout lists each project, its original funding source, new funding source, original FY, revised FY, type of funds, and comments.
- **Changes associated with Mobility 2035**
 - Approximately \$45 billion worth of projects in the previous plan, Mobility 2030, were deferred until after 2035.
 - Referenced 2011-2014 TIP Amendments Associated with Mobility 2035 Project Changes and Corrections to Previous Action Handout.

- This handout lists 10 specific projects along with their funding category, location, original project limits, original funding, and modifications requested.

C. Draft Project Recommendations: SH 161 Regional Toll Revenue Funding Initiative and Proposition 12 Update— presented by Adam Beckom (Fort Worth and Duncanville), and Christie Jestis (Plano)

- **Background**

- Transportation funding shortfalls exist across all levels of government, so it has become imperative for partners to collaborate to create innovative ways to fund transportation projects.
- Additional revenue identified
 - New revenue available to the region:
 - North Texas Tollway Authority concession payment of \$200 million for the SH 161 project.
 - Proposition 12 funds expected to be allocated to the region in the amount of \$856 million.

- **SH 161 project selection process**

- NCTCOG started in August 2010 and met with Dallas county officials to do an intensive county-wide review of projects and funding.
 - Step 1: County project review
 - Step 2: Calculate county distribution of SH 161 funds
 - Step 3: Selection of Projects
 - Step 4: Strategic/Technical Prioritization of Projects
 - Step 5: Final Project Selection and Public Review
- Referenced Dallas County Project and Revenue Matrix handout
 - Includes available revenue sources along with the amount of funds provided for each project.
 - The projects are organized by categories: short-term, mid-to long-term, and funds that are not currently available.
- The focus of this initiative was initially Dallas County, but expanded to other counties as a result of Proposition 12 funds.
- SH 161 Project selection summary- Dallas County
This does not include Proposition 12 funds or projects.
 - Staff recommended SH 161 funds be allocated to 28 projects. If approved by the RTC, \$569.68 millions in transportation projects would be advanced.
 - SH 161 has excess revenue funds remaining for other counties totaling \$1.81 million for the western region and \$30.53 million for the eastern region. The western region funds will likely be exchanged for federal funds.

- **Proposition 12 funding**

- Proposition 12 funding is generated from state general revenue bonds for transportation projects.
- Proposition 12 funds projects that:
 - Reduce congestion
 - Enhance roadway safety
 - Increase statewide connectivity

- **Build and maintain bridges**

- **Proposed proposition 12 projects**
 - Tables for the Eastern and Western Sub-regions can be found online at <http://www.nctcog.org/trans/outreach/meetings/>
- **Map of Proposition 12 distributed funds**
 - The shaded areas indicate there will be additional work with stakeholders to decide what projects these funds should be funded.

ORAL COMMENTS RECEIVED AT MEETINGS
(Meeting location in parentheses)

Public Transportation

David E. Cozad – (Fort Worth)

A. Electric Vehicles

Question: How much funding is being allocated to public transportation in Arlington? Nothing was included in the presentation or packet. Does any of your planning incorporate information from Wall Street saying that gasoline is going to be five to six dollars per gallon? Road expansion is probably not needed because people will not be able to drive on them. Wall Street is projecting that oil is going to be \$125 a barrel by the end of this year and increasing in 2012. Finally, how will electric vehicles be added to the mix?

Summary of Response by Ken Kirkpatrick: Transportation is funded primarily by state and federal gasoline taxes. Currently, average fuel economy is about 17 miles per gallon (mpg). One of the assumptions included in Mobility 2035, the long-term transportation plan for the region, was expected fuel economy 25 years from now – 34 mpg. This is a moderate estimate. Increasingly fuel-efficient vehicles mean less gasoline tax revenue and funding for transportation. The region would receive less money in 2035 than what is available today to maintain infrastructure. The issue over the next 10 years will be how to fund transportation. Additionally, drivers of electric vehicles would either pay significantly less in gasoline tax or nothing at all. Discussions ongoing at the federal and state levels are focused on how to convert the gasoline tax to a tax based on vehicle miles of travel. Electric vehicles and increasing fuel efficiency will be considered as policymakers discuss how to fund transportation in the future.

Comment: Transferring to electric vehicles will create a trade-in problem. Very few people can afford electric vehicles. Unless there is a program that gives people electric vehicles, there will not be too many cars on the road. Gasoline will be too expensive as will electric vehicles.

Summary of Response by Ken Kirkpatrick: Neither NCTCOG nor the Regional Transportation Council control the price of electric vehicles. However, typically, new technology starts at a higher price point and as it becomes more widely adopted the price comes down. Staff are focused on electric vehicles from the air quality perspective. The critical issue with electric vehicles is what infrastructure is needed, so people can charge their electric vehicles. People have range anxiety because there are not that many charging stations. Planners are working on what needs to be in place so that electric vehicles can be more widely adopted.

Loop 9

Sue Pope – (Duncanville)

Question: The Dallas County Project and Revenue Matrix handout does not list Loop 9. There was a meeting in Austin where this was discussed. Is NCTCOG considering Loop 9?

Summary of Response by Michael Morris: Loop 9 is in the transportation plan, Mobility 2035. Loop 9 cannot go to construction yet because it is not environmentally cleared. Additionally, the project should not move forward until there is consensus about project details.

Question: How long will it take to develop the consensus needed?

Summary of Response by Michael Morris: Between now and January 2013 there needs to be some resolution on how best to proceed with Loop 9. Loop 9 has been studied for six to eight years. Some people want to build it but others do not. The Federal Highway Administration has a project schedule, but the region would like to resolve issues sooner.

Comment: I hired an attorney, and he called and said Loop 9 was back on the table. I have a large farm with cattle that I will have to move.

Summary of Response by Michael Morris: The Loop 9 project has been in the same position for the last seven years. We have been looking at options. There is not enough transportation capacity in that area. Loop 9 has always been in the same phase; they are trying to evaluate positive and negative implications of the project. Because of the number and comprehensiveness of the studies, a decision about Loop 9 is still a year and a half away.

B. Land Ownership

Question: There is a group of people that have gone to Austin that proposed an alternative to Loop 9 – widening US 287. But, we have been told there is not enough traffic to widen US 287. When you decide to do something? What is the timeframe for removing a person from land needed for a project? We raise cattle, and if Loop 9 is built, it will be hard to raise my cattle.

Summary of Response by Michael Morris: I am not sure of the specifics, but there are federal procedures that have to be followed. For example, land owners have to be contacted and compensated for land, and they must be given a timeline for when land may be used.

Comment: Our land will be taken, and it will be given to other people who do not care.

Summary of Response by Michael Morris: A separate, in-depth conversation would be the best forum to discuss this more.

Transportation Funding

Citizen – (Duncanville)

A. Rainy Day Fund

Question: Is there a chance that the “Rainy Day” fund will be swept?

Summary of Response by Michael Morris: There is not a budget problem; instead, there is a horrible medical cost problem that creates a budget problem. It is the only part of the budget that is increasing in cost. A transportation trust fund needs to be advanced, but there will never be enough money in it. The solution to the funding crisis is not to borrow money, owe interest on it and pass the cost on to future generations. Yet, the interchanges in southern Dallas County are not going to last forever so, the question is; how are we going to maintain and build infrastructure? This must be discussed with legislators.

Sue Pope – (Duncanville)

B. Corporate Structure

Question: Going to Washington, is there anything, concerning the future, which we hope we get back for our corporate structure in this country?

Summary of Response by Michael Morris: If we as a country do not take leadership, we will continue to lose jobs to other countries. Changes to logistics and higher transportation costs will bring manufacturing jobs back to the US.

Vic Muse – (Duncanville)

C. Interstate Highway 35

Question: What is the status of the Interstate 35 service road crossing Lake Lewisville?

Summary of Response by Michael Morris: Legislation, which passed, was needed to move forward with IH 35E improvements. A request for proposals and request for information was announced by the Texas Department of Transportation. A plan to rebuild IH 35E through a public-private partnership will be refined.. Overall, planners and policymakers are focused on determining how to deal with the most urgently needed transportation projects until the legislature decides how to fund transportation in the future.

Comment: If there is an accident on the IH 35E bridge over Lewisville Lake, there is not a shoulder.

Summary of Response by Michael Morris: IH 35E needs to be treated different than other corridors. In addition to the absence of a shoulder in some sections, there are not parallel facilities. As a result planners have to work out, for the public's interest, how best to finance and construct improvements.

Englab Eftekhari – City of Plano (Plano)

Comment: Thank you, NCTCOG staff. Mr. Eftekhari said NCTCOG is very innovative, and he said he appreciates all that the staff does.

Summary of Response by Tom Shelton: Thank you for the kind words. However, it is really a partnership with cities, counties, transportation agencies and others.

Rail

Steve Turner – (Plano)

A. Rail in DFW

Question: What are the future plans for trains?

Summary of Response by Tom Shelton: The transit plan from Mobility 2030 remains largely intact. NCTCOG only removed two rail projects when developing Mobility 2035, the next long-term transportation plan. The need for those two projects did not justify including them in Mobility 2035. Much time has been spent on identifying funding for transit, first through the Rail North Texas initiative and now through the Cotton Belt Innovative Finance Initiative.

Thom Hulme – (Plano)

B. Cotton Belt iFi

Question: What is the status of the Cotton Belt Innovative Finance Initiative?

Summary of Response by Tom Shelton: One year ago DART reviewed rail expansion and financial plans and revised the long-term financial forecast. Additionally, DART determined the agency could not afford rail in the Cotton Belt corridor until after 2030. The boards of directors from DART and Fort Worth Transportation Authority (The T) asked the Regional Transportation Council to investigate the feasibility and details of innovative financing options for the important east-west rail line that would provide access to the airport and congestion relief on IH 635 and the President George Bush Turnpike. About \$1.6 billion is needed for the 62-mile rail corridor. A draft report about innovative financing options is expected to be sent to the RTC in early July. The early signs are encouraging.

Barb Weigel – Dallas Area Rapid Transit (Plano)

Comment: The Cotton Belt has not been a near-term project for DART due to limited funding. It is, however, in our long-range plan. The lines shown in orange on the Mobility 2035 rail map represent public-private partnership funding. Innovative funding is the future of transportation. The Cotton Belt is the first test in terms of this type of funding initiative. If it does not happen now and as soon as we like, we are still learning a lot about the process and can shift how we develop rail in the future. These projects do not ever go away. The need is there.

Summary of Response by Christie Jestis: Also, the Innovative Finance Initiative is a model for the rest of the nation.

Steve Turner – (Plano)

C. Fort Worth Rail

Question: What about the Fort Worth side?

Summary of Response by Tom Shelton: The Fort Worth segment of the Cotton Belt rail line is included in the \$1.6 billion cost estimate. The Fort Worth segment is not yet funded. The T, however, has been saving money to help fund the segment.

FY 2012 and FY 2013 Unified Planning Work Program

Barb Weigel – Dallas Area Rapid Transit (Plano)

A. Funding allocation in the UPWP

Question: I appreciate the challenge of being a Metropolitan Planning Organization for 12 counties and council of governments for a 16-county area. The resources that have to be split are astounding. DART works at the federal level. NCTCOG has unique resources and has been successful in identifying much-needed funding. In the UPWP, how will funding sources be matched to tasks in the UPWP? Are there categories of tasks that do not yet have funding identified?

Summary of Response by Vickie Alexander: Are you talking about subtasks like 4.01 Metropolitan Transportation Plan? Under that there are different categories. An expansive task in the UPWP is Task 3 which includes the short-range plan, the Transportation Improvement Program, and air quality and transit planning.

Question: Is there funding connected with the projects listed under specific sub tasks? For example, there are two projects under Traffic Forecasting.

Summary of Response by Tom Shelton and Vickie Alexander: Only certain projects are eligible for certain funds. There are many funding sources for projects. Some include:

- Formula-allocated federal planning funds
- Contract-based funds from agencies like the Texas Commission on Environmental Quality and the Environmental Protection Agency
- Surface Transportation Program – Metropolitan Mobility and Congestion Mitigation Air Quality funds allocated by the Regional Transportation Council
- RTC local funds
- Regional toll revenue funds

SH 161 Funding Initiative and Proposition 12 Funding Partnership

Daon Stephens – City of Grand Prairie (Fort Worth)

A. SH 161 Funding Allocation

Question: What is the reason for such a large discrepancy in SH 161 funding available to the eastern and western subregions?

Summary of Response by Adam Beckom and Ken Kirkpatrick: The current RTC policy states transportation funds allocated to the region by formula will be sub allocated to the east and west by formula. The eastern subregion gets 69 percent of the funds and the western subregion gets 31 percent of the funds. Staff has been documenting the east-west split of funds and seeks to maintain the 69-31 balance overall.

Ray Clark – Commissioner, Kaufman County (Duncanville)

B. Kaufman County's us of 161 funds

Question: How can Kaufman County use SH 161 regional toll revenue funding for transportation needs study?

Summary of Response by Michael Morris: NCTCOG may be able to fund the study and regional toll revenue funds could be saved for another project. NCTCOG funded a Rockwall County transportation study, and the county developed a bond program.

Question: Would Kaufman County be responsible for paying back the Regional Transportation Council?

Summary of Response by Michael Morris: No, regardless of whether the resulting bond program passes or fails.

Claude Spivey – Office of State Representative Yvonne Davis (Duncanville)

C. Trinity River project

Question: What is the latest on the Trinity River project?

Summary of Response by Michael Morris: As shown in the packet, staff recommends advancing the first phase of the Trinity River project. The remaining portion of the project is within the levees, and issues must be resolved and approval given before anything can proceed.

Transportation Improvement Program

Ray Clark – Commissioner, Kaufman County (Duncanville)

A. US 80 in Kaufman County

Question: NCTCOG needs to add the Liberty Hill project on US 80 to the Transportation Improvement Program and Statewide Transportation Improvement Program.

Summary of Response by Michael Morris: Recent and ongoing construction on US 80 mean many significant changes. As discussed recently at a meeting among NCTCOG staff and officials from the City of Forney, a comprehensive analysis of the existing system and planned improvements would address immediate ramping concerns in the corridor while also enhancing transportation investments and streamlining future project design and construction. Michael said he plans to send a letter to Bill Hale, P.E., Texas Department of Transportation Dallas District Engineer, and outline the recommended analysis.

WRITTEN COMMENTS RECEIVED

Name and Title	Agency, City Represented	Topics addressed	Comments
Daon Stephens	Grand Prairie	SH 161 fund allocation	Attachment 1
David E. Cozad	Keep America Moving	Public Transportation Electric Vehicles Transportation Planning	Attachment 2
Ray Clark	Kaufman County	Kaufman County's use of RTR funds Put US 80 on TIP/STIP	Attachment 3
Sue Pope		Loop 9	Attachment 4
Jody Short	City of Colleyville	Add SH 26 to TIP	Attachment 5



North Central
Texas Council
of Governments

PUBLIC MEETING

Tuesday, June 14, 2011
6:30 pm

Duncanville Library
201 James Collins Boulevard
Duncanville, TX 75116

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name Ray Clark
 Organization Kaufman County

Please provide written comments below:

① How can Kaufman County use
 161 RTP funding in transportation
 needs study?

② Need to add Liberty Hill project on
 US 80 to RTP/STIP

To submit comments or questions by mail, fax, or e-mail, please send to:
 North Central Texas Council of Governments, Transportation Department
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: jstout@nctcog.org Website: <http://www.nctcog.org/trans>



North Central
Texas Council
of Governments

PUBLIC MEETING

Tuesday, June 14, 2011
6:30 pm
Duncanville Library
201 James Collins Boulevard
Duncanville, TX 75116

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation.
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4. Please return this form to an NCTCOG employee at the registration desk.

- I wish to make an oral comment at the public meeting
- I wish to submit a written comment at the public meeting
- I wish to make both oral and written comments at the public meeting

Name *She [Signature]*
 Organization *Citizen*

Please provide written comments below:

Questions
Meeting in Austin held?
Loop 9

To submit comments or questions by mail, fax, or e-mail, please send to:
 North Central Texas Council of Governments, Transportation Department
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: jstout@nctcog.org Website: <http://www.nctcog.org/trans>

