

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, September 28, 2018 North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda

(NCTCOG Guest Secured Wireless Connection Password: rangers!)

1:30 – 1:35

1. **Approval of August 24, 2018, Minutes**

Action       Possible Action       Information      Minutes: 5

Presenter: Kristina Holcomb, STTC Chair

Item Summary: Approval of the August 24, 2018, meeting minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

1:35 – 1:35

2. **Consent Agenda**

Action       Possible Action       Information      Minutes: 0

2.1. **Transportation Improvement Program Modifications**

Presenter: Wade Haffey, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program (UPWP) and other planning documents with TIP-related changes.

Background: November 2018 revisions to the 2019-2022 TIP are provided as [Electronic Item 2.1](#) for the Committee's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

2.2. **FY2018 and FY2019 Unified Planning Work Program Modifications**

Presenter: Vickie Alexander, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The

FY2018 and FY2019 UPWP identifies the activities to be carried out between October 1, 2017, and September 30, 2019. Amendments to this document are being proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments were presented to the public through the September 10, 11, and 19, 2018, public meetings and are also included as [Electronic Item 2.2.1](#). Additional information is provided in [Electronic Item 2.2.2](#). Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset     System Performance/Freight/CMAQ

**2.3. Clean Fleets North Texas 2018 Call for Projects Funding Recommendation**

Presenter: Amy Hodges, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 Call for Projects (CFP).

Background: The North Central Texas Council of Governments (NCTCOG) opened the Clean Fleets North Texas 2018 CFP to award grant funds for diesel vehicle or equipment replacement projects in North Central Texas. Applications are accepted on a modified first-come, first-served basis with monthly application deadlines. Staff has completed review and emissions quantification of applications received since the last committee approval and has developed funding recommendations. This CFP is funded through the Environmental Protection Agency's National Clean Diesel Funding Assistance Program and Texas Commission on Environmental Quality Supplemental Environmental Project. This initiative is an extension of clean vehicle efforts listed as weight-of-evidence in the Dallas-Fort Worth 2016 Eight-Hour Attainment Demonstration State Implementation Plan. [Electronic Item 2.3.1](#) provides an overview of the CFP. [Electronic Item 2.3.2](#) provides detailed project listings.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset     System Performance/Freight/CMAQ

2.4. **2018 Incident Management Equipment Purchase Call for Projects**

Presenter: Camille Fountain, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval to host a new round of Incident Management Equipment Purchase Call for Projects in 2018.

Background: The North Central Texas Council of Governments (NCTCOG) hosted the first Incident Management Equipment Purchase Call for Projects (CFP) in 2014 to assist first responder partner agencies in purchasing equipment and technology used to mitigate traffic incidents in the North Central Texas nonattainment area. The 2014 CFP was developed in support of the NCTCOG Traffic Incident Management Training Program's recommendation to use Best Practice Equipment and Technology. The goal of the North Central Texas Council of Governments Traffic Incident Management Training Program is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel and the traveling public, reduce secondary traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. Non-recurring traffic incidents are responsible for about 50 percent of all congestion. Additionally the secondary crashes caused by these incidents kill or injure hundreds annually in the Dallas-Fort Worth area. Equipment and technology that aid in quick incident clearance can both assist with keeping motorists and first responders safe on the roadway and assist in improved air quality for the region. The 2018 Incident Management Equipment Purchase CFP will be the second round of CFP. [Electronic Item 2.4](#) provides an overview of the 2018 Incident Management Equipment Purchase CFP.

Performance Measure(s) Addressed:

- Safety       Pavement and Bridge Condition  
 Transit Asset     System Performance/Freight/CMAQ

1:35 – 1:45

3. **Auto Occupancy Verification Technology and High-Occupancy Vehicle Rewards Program**

Action       Possible Action     Information      Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will seek the Committee's support for Regional Transportation Council (RTC) approval of the High-Occupancy Vehicle (HOV) Rewards Program utilizing the Carma Auto Occupancy Detection and Verification Technology.

Background: The RTC's Tolled Managed Lane Policy includes provisions to explore a technology solution for the verification of auto occupancy rather than relying on manual enforcement. Currently, HOV drivers wishing to receive the discount must

register their trip as an HOV trip in advance of taking that trip. Enforcement is done through a manual process in which an officer verifies that a declared HOV has at least two occupants. This is a dangerous situation for the police officers, as well as a disruption to traffic flow when potential violators are pulled over on the side of the road. Staff provided an update of the auto occupancy verification technology and HOV Rewards Program at the August 2018 meeting and held an RTC Workshop on September 13, 2018. The North Central Texas Council of Governments (NCTCOG) contracted with a vendor, Carma Technology Corporation, to develop an occupancy verification technology solution to apply the HOV discount during the peak periods. The HOV Rewards Program will utilize the Carma technology solution to detect and verify the number of occupants within a vehicle. The vision is to implement a rewards-based technology solution on all tolled managed lanes within the region, with a staged approach to apply on other roadways within the region that could also be deployed statewide through the Texas Department of Transportation. Additional information can be found in [Electronic Item 3](#).

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

1:45 – 1:55

4. **Implementation of Regional Trail Corridors**

- Action                       Possible Action     Information                Minutes: 10

Presenter: Kevin Kokes, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of funding to design and construct critical sections of Regional Veloweb trail corridors including last-mile connections to rail stations.

Background: In November 2013, a coordination meeting held at the North Central Texas Council of Governments brought together the mayors from five cities of the Dallas-Fort Worth region to discuss implementing a Regional Veloweb trail alignment from Downtown Fort Worth to Downtown Dallas. The participating cities included Arlington, Dallas, Fort Worth, Grand Prairie, and Irving. Since 2013, various sections of the trail have begun construction and/or have secured construction funding. Funding is needed on an additional 3.1 miles of trail in proximity to CentrePort Trinity Railway Express rail station that will complete a continuous 53-mile trail alignment between the five cities.

The Dallas Area Rapid Transit (DART) Cotton Belt rail project includes a parallel regionally significant Veloweb trail corridor that will connect with multiple planned commuter rail stations located in seven cities across three counties. Accommodations for the approximate 26-mile regional trail have been included as part of DART's planning for the

commuter rail corridor. Several sections of the trail corridors have been identified as critical to be constructed with the Cotton Belt rail project due to right-of-way constraints and other factors impacting the feasibility of construction in the future when the commuter rail is operational. Additional information is provided in [Electronic Item 4.1](#) and [Electronic Item 4.2](#).

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

1:55 – 2:05

5. **Automated Vehicle Program 2.0**

Action                       Possible Action     Information                      Minutes: 10

Presenter: Thomas Bamonte, NCTCOG

Item Summary: Staff will seek a Committee recommendation for Regional Transportation Council (RTC) approval of an Automated Vehicle (AV) Program that will provide member cities (and other eligible public entities) with: 1) planning resources to prepare for AVs, 2) funding to cover costs incurred when there is an AV deployment, and 3) an opportunity to deliver an AV project to address transportation needs not covered by private AV developers.

Background: The region is attracting more attention from the AV developer community for a variety of AV deployment types such as robo-taxis and freight delivery. The proposed AV Program consists of three elements:

- Planning: Provide planning assistance for cities that are planning ahead for the deployment of AVs in their community; \$1.7 million (\$1.5 million net to cities).
- Implementation Costs: Funding to help cities cover infrastructure, equipment, safety, public education, and other costs incurred when an AV deployment comes to a community; \$10.6 million (\$10 million net to cities).
- Regional Priority Projects: AV deployment projects supporting use cases/communities that have not attracted AV developer interest. \$20.9 million (\$20 million net to cities).

The Planning grants will be accessible by cities that indicate they are interested in AV deployments. The Implementation Cost grants will be accessible by cities with AV deployments. The Regional Priority Projects will be selected through a competitive process at a later date. [Electronic Item 5.1](#) provides more detail regarding the Automated Vehicle 2.0 program. The Committee will be asked to recommend RTC approval of the program and related policies. A proposed RTC policy statement is included for review in [Electronic Item 5.2](#).

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

2:05 – 2:15

6. **Status Report on Positive Train Control Implementation in North Central Texas**

Action       Possible Action     Information      Minutes: 10  
Presenter: Shannon Stevenson, NCTCOG, and Reed Lanham, Trinity Metro

Item Summary: An update on Positive Train Control (PTC) implementation in North Central Texas will be provided.

Background: On October 16, 2008, Congress passed the Rail Safety Improvement Act of 2008 requiring the installation of Positive Train Control technology on a majority of the US Railroad network, including all commuter rail, by December 31, 2018. PTC technology can help prevent collisions and other incidents by automatically detecting and controlling the movement of trains, which could save lives. Staff will summarize progress made with PTC implementation for commuter rail in North Central Texas.

Performance Measure(s) Addressed:

Safety                       Pavement and Bridge Condition  
 Transit Asset               System Performance/Freight/CMAQ

2:15 – 2:25

7. **Public Participation Plan Update**

Action       Possible Action     Information      Minutes: 10  
Presenter: Kyle Roy, NCTCOG

Item Summary: Staff will present an overview of the Public Participation Plan and outline proposed revisions, which are necessary to reflect Fixing America's Surface Transportation (FAST) Act requirements and changing demographics.

Background: The current Public Participation Plan, provided in [Electronic Item 7.1](#), was approved by the Regional Transportation Council in February 2015. In accordance with federal law, the Public Participation Plan defines public involvement procedures and comment periods, outlines strategies to inform the public, and describes measures to include diverse voices in the transportation and air quality planning process. The Language Assistance Plan is included as an appendix. Updates are necessary to address FAST Act stakeholder requirements, changing demographics, and the increasing role of technology in public input opportunities. A 45-day comment period on an updated Public Participation Plan and Language Assistance Plan, provided in [Electronic Item 7.2](#), began September 10. A presentation containing additional information on the proposed revisions is included as [Electronic Item 7.3](#).

Performance Measure(s) Addressed:

Safety                       Pavement and Bridge Condition  
 Transit Asset               System Performance/Freight/CMAQ

2:25 – 2:35

8. **Dallas-Fort Worth Clean Cities Annual Survey and Fleet Recognition Results**

Action       Possible Action       Information      Minutes: 10

Presenter: Bailey Muller, NCTCOG

Item Summary: Staff will provide a summary of results compiled from the 2017 Dallas-Fort Worth Clean Cities (DFWCC) annual reports and recognize fleets who earned Bronze or Silver Fleet levels under the DFWCC fleet recognition program.

Background: The North Central Texas Council of Governments has been the host organization for DFWCC, a US Department of Energy (DOE) initiative to increase energy security and reduce petroleum consumption in the transportation sector, since 1994. Clean Cities coalitions are required to complete annual reporting to DOE every March. In order to complete this reporting, DFWCC seeks information from local fleets about alternative fuel use and other fleet efficiency activities. These results are compiled each year into performance measures relevant to the DOE. Four years ago, DFWCC began a recognition program designed to highlight the public-sector fleets on their efforts toward cleaner operations through their submitted annual reports. In August 2018, DFWCC staff announced that 18 fleets had earned Bronze or Silver designation based on their 2017 reports. More details can be found in [Electronic Item 8](#).

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

2:35 – 2:45

9. **Performance Measures Target Setting**

Action       Possible Action       Information      Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will update the Surface Transportation Technical Committee (STTC) on proposed regional targets for federally required performance measures. The targets are set in cooperation and coordination with the Texas Department of Transportation.

Background: In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act requires certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of four rulemakings: Safety, Infrastructure Condition, System Performance/Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. Previously, the region adopted targets for the Transit Asset Management and Safety performance measures.

Each performance measure rulemaking consists of several specific performance measures. Targets for these required specific performance measures must be adopted by the Regional Transportation Council (RTC) by November 15. In

addition, the region will develop additional specific performance measures more representative of the region. The specific regional performance measures will more closely associate with the region's long-range transportation planning goals as outlined in the recently adopted Mobility 2045 plan. Proposed targets will be presented for the Infrastructure Condition and System Performance/Freight/Congestion Mitigation and Air Quality required measures.

A workshop for STTC members was held on August 24, 2018. Draft targets are expected to be presented to the RTC in October. Final targets will be presented to STTC for a recommendation to RTC in October. Final targets will be presented to the RTC for action on November 8, 2018.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

2:45 – 3:00

10. **Fast Facts**

Action                       Possible Action             Information                      Minutes: 15  
Item Summary: Brief presentations will be made on the following topics:

1. *Anthony Moffa* – Air Quality Funding Opportunities for Vehicles  
[www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
2. *Bailey Muller* – Dallas-Fort Worth Clean Cities Events  
[www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings)
3. *Jackson Enberg* – Ozone Season Update ([Electronic Item 10.1](#))
4. *Lori Clark* – Comments Submitted to Draft Beneficiary Mitigation Plan for Texas ([Electronic Item 10.2](#))
5. *Jason Brown* – Correspondence to the Texas Legislative Budget Board Regarding Modernizing the Low Income Vehicle Repair, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP)/Local Initiatives Projects (LIP) ([Electronic Item 10.3](#))
6. *Victor Henderson* – Public Comments Report ([Electronic Item 10.4](#))
7. *Carli Baylor* – October Public Meeting Notice (Handout)
8. Written Progress Report:
  - Local Motion ([Electronic Item 10.5](#))

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

12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on October 25, 2018, at the North Central Texas Council of Governments.**



**MINUTES****SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
August 24, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 24, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Andrew Hooker (representing Antoinette Bacchus), Bryan Beck, Katherine Beck, Marc Bentley, David Boski, Dave Carter, Curt Cassidy, Ceason Clemens, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Phil Dupler, Chad Edwards, Claud Elsom, Cheryl Taylor (representing Keith Fisher), Eric Fladager, Chris Flanigan, Ann Foss, Ricardo Gonzalez, Gary Graham, Tom Hammons, Brian McNulty (representing Ron Hartline), Kristina Holcomb, Matthew Hotelling, Kirk Houser, Terry Hughes, Paul Iwuchukwu, Robert Caskey (representing Paul Knippel), Chiamin Korngiebel, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Joseph Jackson (representing Alberto Mares), Laura Melton, Charlie Rosendahl (representing Mark Nelson), Corey Nesbit, Jim O'Connor, Kevin Overton, Dipak Patel, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, Bryan G. Ramey II, William Riley, Moosa Saghian, David Salmon, Lori Shelton, Brian Shewski, Walter Shumac III, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Mark Titus, Gregory Van Nieuwenhuize, Caroline Waggoner, Jared White, Robert Woodbury, and John Wright.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Carli Baylor, Emily Beckham, Natalie Bettger, Chris Bosco, Jason Brown, Ron Brown, Lori Clark, Misaki Collins, Michael Copeland, Brian Crooks, Brian Dell, Rama Dhanikonda, Shawn Dintino, Katy Emerson, Jackson Enberg, David Garcia, Dorothy Gilliam, Christie Gotti, Clinton Hail, Clifton Hall, Victor Henderson, Amy Hodges, Ernest Huffman, Tim James, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Dan Lamers, Minh Le, April Leger, Nancy Luong, Mindy Mize, Michael Morris, Bailey Muller, Archie Nettles, Curtis Newton, Evan Newton, Hilary Nguyen, Mickey Nowell, Donald Parker, Dipak Patel, Vercie Pruitt-Jenkins, Lacy Rodgers, Russell Schaffner, Kelly Selman, Shannon Stevenson, Gaby Tassin, Joe Trammel, Whitney Vandiver, Amanda Wilson, and Melanie Young.

Michael Morris recognized Dave Carter for his years of service on the Surface Transportation Technical Committee.

1. **Approval of July 27, 2018, Minutes:** The minutes of the July 27, 2018, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Fiscal Year 2019 Advertising for Transportation Initiatives:** Support for the Regional Transportation Council to recommend North Central Texas Council of Governments Executive Board approval of up to \$1,400,000 in funding for advertising for transportation initiatives that will initiate in Fiscal Year 2019 was requested. Benefits of this initiative and examples of cost savings obtained from bulk advertising purchasing for the Transportation Department were provided in Electronic Item 2.1.1. Addition information on FY2019 advertising costs, along with examples of past advertising, were provided in Electronic Item 2.1.2.

- 2.2. Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:  
A recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 Call for Projects (CFP) was requested. An overview of the Call for Projects was provided in Electronic Item 2.2.1. Detailed projects listings were provided in Electronic Item 2.2.2.

A motion was made to approve the items on the Consent Agenda. John Polster (M); Alonzo Liñán (S). The motion passed unanimously.

3. **Trinity Metro (Fort Worth Transportation Authority)/Fort Worth Housing Solutions Proposed Funding Exchange:** Christie Gotti presented a proposed funding exchange among Fort Worth Housing Solutions, Trinity Metro, and the Regional Transportation Council (RTC) for use towards the construction of a new transit-oriented development project near the Texas and Pacific Rail Station. Current parking will be redeveloped and integrated into the community, creating a positive land use/transportation nexus. Funding has been identified for the residential building and surface parking. Assistance is requested by Fort Worth Housing Solutions and Trinity Metro on the six-level parking facility that is expected to cost approximately \$11,362,000. The parking facility includes both public transit and private parking. Parking garages are federally eligible, but federal funds may not be the best option. Ms. Gotti noted that North Central Texas Council of Governments (NCTCOG) staff agrees with the premise of the project, but suggests not using federal funds directly on the parking garage. Staff proposed that the \$11.3 million in federal funds be used on a project of interest to Trinity Metro and the RTC. Trinity Metro would receive the \$11.3 million in federal funds to be used on a future project. In return, Trinity Metro will transfer an equal amount in local funds to Fort Worth Housing Solutions to implement the parking facility. Ms. Gotti noted that NCTCOG staff will bring back the specific project on which to use the federal funds through the regular Transportation Improvement Program (TIP) modification process. A motion was made to recommend Regional Transportation Council approval of an \$11,362,000 funding exchange among Fort Worth Housing Solutions, Trinity Metro, and the Regional Transportation Council (RTC) for use towards the construction of a parking facility for a new transit-oriented development project near the Texas and Pacific Trinity Railway Express Station. Trinity Metro will transfer an equal amount in local funds to Fort Worth Housing Solutions to implement the parking facility. Action also included a recommendation to the Regional Transportation Council directing staff to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect this change. Bryan Beck (M); Claud Elsom (S). The motion passed unanimously.
4. **Volkswagen Mitigation Program:** Lori Clark provided an update on the status of the Volkswagen Settlement that came about as a result of light-duty diesel emission control violations, as well as an overview of the Draft Beneficiary Mitigation Plan for Texas. She noted the Committee would be asked if it would like to approve comments for submission by the Regional Transportation Council (RTC). Background information on the settlement was provided. Under the Environmental Mitigation Trust, money was distributed to the State proportionate to the number of vehicles that violated federal emission controls with Texas receiving approximately \$209 million. The Texas Commission on Environmental Quality (TCEQ) was designated by the Governor's Office as the lead agency responsible for administering the money in Texas. The TCEQ published its Draft Beneficiary Mitigation Plan for Texas on August 8, 2018. Goals for the funds include reducing nitrogen oxides (NO<sub>x</sub>) emissions, reducing the potential for exposure of the public to pollutants, preparing for increased and sustained use of zero emission vehicles, and complementing other incentive funding programs such as the Texas Emissions Reduction Plan (TERP). The proposed funding breakdown for each goal was highlighted, as well as the eligible project types

defined by the trust and those types that TCEQ is proposing to not make eligible in Texas. Ms. Clark clarified information that was not clear in the settlement such as up to 60 percent of the cost of necessary infrastructure for all electric vehicles was also eligible. A list comparing the project types and funding levels eligible under the Trust to what is eligible under the draft plan developed by TCEQ was provided in Electronic Item 4.1. Additional details were provided in Electronic Item 4.2. She noted the RTC's previous recommendation to the TCEQ that it allow the administration of the funds through select regional councils and that the funds be allocated proportional to the number of registered violating vehicles. In the recommendation, the North Central Texas Council of Governments (NCTCOG) should have received approximately \$63 million. TCEQ proposed the following distribution based on an areas severity of ozone levels and ability of funds could get the safely away from the standard. Of the areas, the distribution was split two-thirds to areas "close" the standard, and one-third to the long-term nonattainment areas, then within those groups, proportional based on population: San Antonio-\$73.5 million, Dallas-Fort Worth-\$29 million, Austin-\$0, Beaumont-Port Arthur-\$12.7 million, and El Paso-\$26.7 million. This proposed distribution was largely different from NCTCOG's recommendations so NCTCOG staff analyzed various performance metrics to determine potential fair share allocations to NCTCOG based on the various metrics. In each instance, metrics indicated that NCTCOG would not receive a fair share of the distribution. Based on this information, NCTCOG staff proposed that the TCEQ reevaluate the methodology for geographic distribution to ensure fair share allocation to the Dallas-Fort Worth ozone nonattainment area. Staff also proposed that NCTCOG be allowed to serve as a third-party administrator, in which case NCTCOG would not charge administrative costs for administration of the funds; and that TCEQ utilize the latest/greatest quantifications methodologies to accurately reflect real-world emissions benefits of alternative fuels relative to diesel engines. After additional conversation with the TCEQ, staff proposed further comments that were not included in the meeting mail out material. These include ensuring that cost-effectiveness calculations only consider Volkswagen funds to enable leveraging of other funding sources, supporting interpretation that there is equity between electric and hydrogen infrastructure submitted as part of a replacement/repower project, and encouraging extension of infrastructure funding under the Texas Emissions Reduction Plan through the upcoming legislative program. The schedule for this effort was reviewed. Ms. Clark noted that a TCEQ public hearing will be held at NCTCOG on September 14 and that the deadline for comments was October 8. Chad Edwards asked if staff was aware of a deadline for the nonattainment areas to come into attainment once funding is received. He noted that there are other areas of the State that could utilize this money for the benefit of a much large population than the areas proposed for significant funding by TCEQ. Staff was not aware of a deadline from TCEQ. A motion was made to recommend Regional Transportation Council approval of proposed comments to the Texas Commission on Environmental Quality regarding the Draft Beneficiary Mitigation Plan for Texas. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.

5. **State Infrastructure Bank Loan Opportunities:** Deborah Fleming with the Texas Department of Transportation (TxDOT) provided an overview of State Infrastructure Bank (SIB) loan opportunities available to local governments. In 1997, TxDOT initiated the State Infrastructure Bank, which is a federal bank that lends to local governments. Payments recycle into the revolving fund for roadway projects. Approximately \$300 million is available to lend out to build roadways across the state. SIB loans are available for several types of projects: right-of-way agreements, utility relocations, advance funding agreements, and local roadways. A description for each type of loan and the associated benefits was highlighted. SIB applications are received on a first-come, first-served basis for TxDOT project loans under \$10 million. Project terms are negotiated upfront. Loans for TxDOT projects over \$10 million or non-TxDOT projects are selected through a program call. Items submitted for each type of application are similar. Ms. Fleming highlighted the advantages of

borrowing from the SIB. Advantages include transparent interest rates at market or below, no fees, no interest handling charges, loan amortization schedules that can be made flexible for debt service pinch points, and options for prepayment. The application process was also highlighted, with the entire process taking approximately 4-5 months. Current market indications as of August 16 were reviewed, as well as repayment options such as the ability to defer principle and interest payments to help in early project years. Surface Transportation Technical Committee Chair Kristina Holcomb requested that a copy of the presentation be emailed to members following the meeting. Michael Morris asked if on-system projects were eligible for SIB loans. Ms. Fleming noted that on-system projects were eligible.

6. **Public Participation Plan Update:** Amanda Wilson presented an overview of possible updates to the North Central Texas Council of Governments (NCTCOG) Transportation Department Public Participation Plan, which are necessary to reflect Fixing America's Surface Transportation (FAST) Act requirements and changing demographics. The Public Participation Plan fulfills the basic requirements and procedures for public involvement. It also defines comment periods, outlines communications and outreach strategies for informing the public, describes measures for diversity and inclusiveness, and provides the basis for evaluating outreach efforts. The FAST Act defines how all Metropolitan Planning Organization planning must occur, including public involvement. Planning must also address Title VI of the Civil Rights Act and Executive Orders on environmental justice and limited English proficiency. NCTCOG strives to involve the public through various strategies, including public meetings, online comment opportunities, the NCTCOG website, email, publications, newsletters, community events, speaking opportunities, media relations, and advertising public meeting notices. The Transportation Department's Public Participation Plan was last updated in 2015, prior to the FAST Act. There is a need to update the plan to keep it current with federal requirements, as well as the increasing use of technology by the public to communicate about transportation issues. NCTCOG is also interested in increased emphasis on outreach through community groups to involve citizens earlier in the planning process and to make citizens aware of the Metropolitan Planning Organization and its functions. In addition, updates to the Language Assistant Plan to account for demographic changes are necessary. Proposed revisions include revised stakeholder lists to reflect FAST Act requirements, increased emphasis on livestreaming with options for additional efforts if needed, updates to the Language Assistance Plan, increased weight given to local comments due to their proximity to the projects, refined evaluation measures and reporting, and a more appealing design and format. In addition, staff proposed more efficient public input opportunities by reducing the number of public meetings from three to one. Ms. Wilson noted that when presented to the Regional Transportation Council (RTC), members noted the importance of providing opportunities to those who do not have access or cannot watch streaming of public meetings. A copy of the current Public Participation Plan was provided in Electronic Item 6.1. A copy of the presentation containing additional information on the proposed revisions was provided in Electronic Item 6.2. A timeline for the effort was reviewed, which includes public meetings in September and a 45-day comment period. Chad Edwards requested that staff reconsider holding only one public meeting, which would limit the accessibility of information to the region. Low attendance was discussed, and staff noted that it would consider the request. Surface Transportation Technical Committee Chair Kristina Holcomb discussed public meetings at the Denton County Transportation Authority (DCTA) and other agencies within the region. She suggested that DCTA would be willing to share NCTCOG Transportation Department public meeting topics as part of its meetings as a way to leverage attendance for public meetings at which topics are likely related. Ms. Wilson discussed the current process for public meetings and the presentation of specific topics at the end of the process. She noted that staff believes the public views this as a formality and would like to begin discussions earlier in the process. She also noted

that working with local agencies to share public meeting topics is a great opportunity. Paul Luedtke noted he was supportive of limiting the number of public meetings. Mr. Edwards also discussed the use of social media live options as a way to interact and share with the public.

7. **Automated Vehicle Program Briefing:** Tom Bamonte provided information on Round 2 of the Automated Vehicle (AV) Program that will provide members cities with various resources to prepare for AV deployment in the region. Examples of AV deployment at the regional, State, and national level were highlighted. The purpose of the program is to put into place the resources that will help local agencies plan, pay for, and respond to vehicle automation if and when it accelerates in the region. Projects include 1) planning resources to prepare for AVs, 2) funding to cover costs incurred when there is an AV deployment, and 3) an opportunity to deliver an AV project to address transportation needs not covered by private AV developers. Agencies can participate by opting in to the AV Program. For the AV Planning project, the North Central Texas Council of Governments (NCTCOG) would procure one or more experts in automated vehicle planning to assist public entities to plan for AV deployment. Up to \$1.5 million is available. If the AV movement does not proceed, funding would not be expended. For the Implementation Costs project, up to \$10 million is available to cover the costs associated with a public entity hosting an AV deployment. This will allow communities that may not have staffing or resources available for AV deployment to be competitive. For the Regional Priority project, up to \$20 million is available to assist communities in which AV developers are not promoting to help accelerate the process. Funding will be available through a competitive selection process. Interested agencies should express interest in hosting AV deployments, with respondents being eligible for grant funding. Mr. Bamonte noted that advance paperwork should be completed to help ensure full and prompt cost coverage. Public entities can join AV 2.0 program at any time. A timeline for the effort was highlighted, with public meetings beginning in September. Funding will be available in late 2019. Mark Titus noted that if funding was available for other types of automation projects such as V2X and SPaT that is often implemented by local governments, others might get more involved. He asked if funding for other types of automation projects could be explored separate from this effort. Mr. Bamonte suggested that those types of funding were good ideas and that staff would look into options. For this effort, he noted that some necessary investments that support AV deployment may be eligible for funding, but agreed that thinking more broadly in order to be more in the forefront as a region is important.
  
8. **Auto Occupancy Detection Technology, Rewards Program, and High-Occupancy Vehicle Subsidy Report:** Natalie Bettger provided an update on the most recent High-Occupancy Vehicle (HOV) subsidy report for tolled managed lanes in the region. The current policy allows for HOV users to travel the tolled managed lanes during the peak periods for a 50 percent discount with the Regional Transportation Council (RTC) paying the cost of the discount. As of May 2018, the current subsidy is approximately \$2.5 million. In addition, the policy includes a discount for RTC-sponsored vanpool users when they travel the tolled managed lanes during the peak periods. As of May 2018, approximately \$4,400 in requests for reimbursement have been received from vanpool users. Staff believes it is appropriate for the region to remain at a 2+ occupancy requirement in order to receive the discount at this time. There have been no customer service impacts or concerns to date, and no qualifying instances in which speeds have dropped below 35 mph. A table showing the subsidy cost by corridor was presented. Ms. Bettger also presented an overview of the High Occupancy Vehicle Rewards Program utilizing the Carma Auto Occupancy Detection and Verification Technology. This effort is a proposed new approach for the automated occupancy verification program to move from an enforcement effort to a rewards program for the HOV subsidy, as well as an option to use a rewards program to advance the US 75

Technology Lane. The new automated occupancy verification technology is hoped to decrease congestion in the peak period, improve safety, reduce the risk to police officers in the field, and decrease the overall cost over time. An overview of the current HOV enforcement process was highlighted, which includes preregistration and manual enforcement. When the technology for HOV verification was previously presented, staff discussed a technology option that included a one-time registration, no pre-declaration, and no enforcement by officers in the field. At that time, it was proposed that the collection process remain the same with the 50 percent discount applied. The new proposal is to implement a rewards program through a similar approach. Users would register using the same application. However, instead of the discount being applied the technology would detect and verify the number of occupants during the peak period and the user would receive an incentive equal to or more than the value of the discount. The new approach is proposed to be implemented in several phases. Phase 1 is the implementation of the rewards on the managed lane corridors. HOV points would be awarded at 50 percent of the actual toll transaction on all eight managed lanes in the Dallas-Fort Worth region. Phase 2 would be proposed implementation of the rewards program on the US 75 Technology Lane that would allow HOV users to be treated differently than SOV users within the corridors without applying a toll on SOV users. Phase 3 and beyond would include expansion of the HOV rewards into a larger effort throughout the region as another tool to manage congestion. HOV rewards could also potentially be used on corridors for special events or to support other modes of travel. Ms. Bettger discussed the expected program cost of development/pilot testing and implementation over a 10-year period totaling approximately \$24 million. She also noted the direct costs associated with the existing system that includes manual enforcement, updates to the current application, and marketing/education totaling approximately \$23 million. The new technology operating and marketing costs that could be applied to other corridors and modes is estimated at approximately \$20 million over 10 years. Other indirect benefits include safety, court cost savings, expandability, air quality, and congestion reduction. Ms. Bettger highlighted the timeline for this effort, noting that action will be requested next month for the Committee to recommend Regional Transportation Council approval of the new approach, three years of funding, and the review of necessary policy adjustments. She noted that staff will be working with the Texas Department of Transportation regarding interest to deploy the rewards program statewide. In addition, an RTC Workshop will be held on September 13 to discuss the program in detail. Clarence Daugherty asked where in the process was staff to request approval of a rewards program on US 75. Mr. Morris noted that staff will be meeting in Washington in the near future to discuss the US 75 Technology Lane. Paul Luedtke asked how it will be known that there is more than one occupant in a vehicle. Ms. Bettger reviewed the detection process through use of the application and/or passenger beacon. She also discussed the violation process.

9. **Implementation of Regional Trail Corridors:** Kevin Kokes presented funding recommendations for design and construction of critical sections of Regional Veloweb trail corridors. He noted this was an opportunity to move forward from 20 years of planning to implementation of two regional trail corridors. He highlighted two corridors from the Regional Veloweb on which staff has been working with local governments: the regional trail from Fort Worth to Dallas that connects through Arlington, Grand Prairie, and Irving and the Cotton Belt Corridor that connects from Dallas Fort Worth International Airport to Plano through the cities of Grapevine, Coppell, Carrollton, Addison, Dallas, and Richardson. In 2013, the mayors of Arlington, Dallas, Fort Worth, Grand Prairie, and Irving met and committed to implement a regional trail system that would connect Fort Worth to Dallas. Since that time, over 18 miles of the system has received funding commitments through a variety of sources. Funding is needed for an additional 3.1 miles of trail that will complete a continuous 53-miles alignment connecting the five cities. Mr. Kokes highlighted the

connection at the southern portion of the trail loop in the alignment in proximity to the CentrePort Trinity Railway Express station in need of funding. He noted an additional section east from Fort Worth to the West Irving TRE Station that is not included in the funding request that is associated with a future roadway project to be implemented in a later phase. In addition, Mr. Kokes discussed the Cotton Belt corridor that extends from the Dallas Fort Worth International Airport east to southern Plano. Over the last few years, staff has been coordinating with Dallas Area Rapid Transit (DART) and local jurisdictions to plan for the trail which will be primarily located in the rail right-of-way as part of the DART Cotton Belt rail project. Funding to construct critical trail sections is needed and will be requested for design of the entire 26 mile trail corridor and also construction of 8.5 miles that have been classified as critical sections of the trail. Mr. Kokes noted that as staff worked with DART, it realized that there are locations where right-of-way is constrained and at which it would be difficult to build a trail or bridge for a trail if the structure is not constructed with the Cotton Belt passenger rail project. Staff has coordinated with DART and the jurisdictions where this occurs. Mr. Kokes highlighted the overall network which will ultimately extend from the Trinity Trail system in Fort Worth to Plano. He noted critical trail sections throughout the corridor east of DFW Airport includes seven cities and three counties. He also noted that the Dallas County Commissioners Court is scheduled to take action on possible additional local contributions to the project that would fund other sections of the trail. A summary of the proposed funding was presented and detailed in Electronic Item 9. Funding includes federal funding, local cash contributions, as well as Transportation Development Credits. A schedule for the effort was reviewed. Information will be presented at September public meetings, with action requested at the September 28 Committee meeting. All local and state funding commitments are anticipated to be in place by December 2018. Michael Morris noted that staff has been working with DART regarding the use of the Transportation Development Credits. Chad Edwards noted that DART would be providing its response to staff soon.

10. **Fast Facts:** Emily Beckham noted that every six years the Metropolitan Planning Organization Planning Agreement is re-negotiated and re-executed. The agreement is a companion to the Unified Planning Work Program and allows North Central Texas Council of Governments (NCTCOG) to receive authorization to utilize Transportation Planning Funds. The current agreement expires at the end of September. NCTCOG staff is working with the Texas Department of Transportation to finalize negotiations and will request Regional Transportation Council (RTC) and Executive Board approval of the renegotiated agreement in September.

Thomas Bamonte provided information on the upcoming Texas Mobility Summit, sponsored by the Texas Innovation Alliance, that will be held in Arlington October 28-30.

Ernest Huffman discussed a draft letter in support of HR 5701, to Establish an Aviation Maintenance Workforce Development Pilot. A copy of the draft letter was provided in Electronic Item 10.1. Staff will request RTC approval of the letter to be submitted on behalf of the RTC and Air Transportation Advisory Committee.

Evan Newton provided an update on east/west funding shares for the region. He noted that the funding percentages remained unchanged since presented in January 2018 with the eastern subregion at 69.22 percent and the western subregion at 30.78 percent. Details were provided in Electronic Item 10.2.

Bailey Muller presented current air quality funding opportunities for vehicles. She noted that details were available online at [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding) and flyers were distributed at the

meeting that highlight the Texas Commission on Environmental Quality light-duty motor vehicle purchase or lease incentive program.

Bailey Muller also highlighted upcoming Dallas-Fort Worth Clean Cities events. She noted that details were also available at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings). Information was presented regarding the National Drive Electric Week event scheduled September 8 at Grapevine Mills Mall. Registration is available at [www.driveselectricdfw.org](http://www.driveselectricdfw.org).

Jackson Enberg provided an ozone season update. He noted that as of the date of the meeting, the region had experienced 30 exceedance days. The current design value was 76 parts per billion. Additional information was provided in Electronic Item 10.3.

Shawn Dintino discussed correspondence to the Texas Commission on Environmental Quality (TCEQ) regarding Local Income Vehicle Repair, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP)/Local Initiative Project (LIP) funding. TCEQ estimates there is a balance of \$116 million in the State Clean Air account from collected but unspent funds, with approximately \$58 million in fees collected from the Dallas-Fort Worth region. He noted that the RTC sent correspondence to TCEQ asking that it request a normal level of biennial funding for LIRAP and LIP in its legislative appropriations request to the Legislative Budget Board for FY2020 and FY2021. The RTC also asked that the remaining balance be appropriated so the funds can be used for their intended purposes. A copy of the correspondence was provided in Electronic Item 10.4. TCEQ adopted its Legislative Appropriations Request on August 8 but did not include funding for LIRAP or LIP. A hearing in front of the Legislative Budget Board is scheduled August 30.

Victor Henderson highlighted the Public Comments Report. A copy was provided in Electronic Item 10.5. The report includes general public comments from June 20-July 19. The majority of comments received were regarding air quality and participating in Clean Air Action Day.

Carli Baylor noted that the September public meeting notice was distributed at the meeting in Reference Item 10.9. Public meetings will be held September 10, 11, and 19. Presentations include transit funding, the Regional Veloweb trail corridors, automated vehicles, a Public Participation Plan update, and Unified Planning Work Program modifications.

Carli Baylor also noted that July public meeting minutes were provided in Electronic Item 10.6. A public meeting was held July 23 during which staff presented information on the Regional 10-Year Plan and Alternate Fuel corridors.

The current Local Motion was provided in Electronic 10.7, and transportation partner progress reports were provided in Electronic Item 10.8.

11. **Other Business (Old and New):** Dan Kessler announced new North Central Texas Council of Governments staff in attendance: David Garcia and Misaki Collins.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on September 28, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:10 pm.



## How to Read the Project Modification Listings - Roadway Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing. The fields are described below.

**TIP Code:** 11461      **Facility:** SH 289      **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY      **Modification #:** 2017-0004  
**Implementing Agency:** PLANO  
**County:** COLLIN      **CSJ:** 0091-05-053  
**City:** PLANO      **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED  
**Request:** REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2015	ENG	0091-05-053	Cat 7:	\$256,000	\$32,000	\$0	\$32,000	\$0	\$320,000
2017	CON	0091-05-053	Cat 5:	\$1,280,000	\$160,000	\$0	\$160,000	\$0	\$1,600,000
2017	CON	0091-05-053	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
<b>Phase Subtotal:</b>				<b>\$2,480,000</b>	<b>\$310,000</b>	<b>\$0</b>	<b>\$310,000</b>	<b>\$0</b>	<b>\$3,100,000</b>
<b>Grand Total:</b>				<b>\$2,880,000</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$3,600,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2016	ENG	0091-05-053	Cat 7:	\$496,000	\$62,000	\$0	\$62,000	\$0	\$620,000
2017	CON	0091-05-053	Cat 5:	\$2,050,000	\$260,000	\$0	\$260,000	\$0	\$2,570,000
2017	CON	0091-05-053	Cat 7:	\$1,950,000	\$240,000	\$0	\$240,000	\$0	\$2,430,000
<b>Phase Subtotal:</b>				<b>\$4,000,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$5,000,000</b>
<b>Grand Total:</b>				<b>\$4,640,000</b>	<b>\$580,000</b>	<b>\$0</b>	<b>\$580,000</b>	<b>\$0</b>	<b>\$5,800,000</b>

<b>TIP CODE:</b>	The number assigned to a TIP project, which is how NCTCOG identifies a project.
<b>FACILITY:</b>	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
<b>LOCATION/LIMITS FROM:</b>	Cross-street or location identifying the ends limits of a project.
<b>LOCATION/LIMITS TO:</b>	Identifies the ending point of the project.
<b>MODIFICATION #:</b>	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
<b>IMPLEMENTING AGENCY:</b>	Identifies the lead public agency or municipality responsible for the project.
<b>COUNTY:</b>	County in which project is located.
<b>CONT-SECT-JOB (CSJ):</b>	The Control Section Job Number is a TxDOT-assigned number given to track projects.
<b>CITY:</b>	City in which project is located.
<b>DESCRIPTION (DESC):</b>	Brief description of work to be performed on the project.
<b>REQUEST:</b>	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
<b>CURRENTLY APPROVED FUNDING TABLE:</b>	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
<b>FY:</b>	Identifies the fiscal year in which the project occurs.
<b>PHASE:</b>	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
<b>FUNDING SOURCE:</b>	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides description of the different funding categories and outlines abbreviations commonly used for the categories: <a href="http://www.nctcog.org/trans/funds/transportation-improvement-program">www.nctcog.org/trans/funds/transportation-improvement-program</a>
<b>REVISION REQUESTED FUNDING TABLE:</b>	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

## PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 54018      **Facility:** US 377      **Location/Limits From:** END OF BRAZOS RIVER BRIDGE      **Modification #:** 2019-0015  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** SOUTH OF BRAZOS RIVER BRIDGE  
**County:** HOOD      **CSJ:** 0080-03-049  
**City:** GRANBURY      **Desc:** WIDEN 4 LANE TO 6 LANE DIVIDED WITH INTERCHANGE AT SH 144 AND FM 51  
**Request:** REVISE LIMITS TO US 377 FROM END OF BRAZOS RIVER BRIDGE TO HOLMES DR; REVISE ENGINEERING & ROW FUNDING SHARES FROM 100% STATE TO 80% FEDERAL/20% STATE  
**Comment:** RELATED TO TIP 54019/CSJ 0080-04-081 & TIP 54071/CSJ 0080-04-094

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0080-03-049	SBPE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2021	ROW	0080-03-049	S102:	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$8,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0080-03-049	SBPE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2021	ROW	0080-03-049	S102:	\$2,800,000	\$700,000	\$0	\$0	\$0	\$3,500,000
<b>Grand Total:</b>				<b>\$6,800,000</b>	<b>\$1,700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,500,000</b>

**TIP Code:** 11651.4      **Facility:** VA      **Location/Limits From:** ALONG US 377 FROM DESERT RIDGE DR TO EAST OF FLOYD DR, ALONG FLOYD DR FROM US 377 TO W CLAYTON RD      **Modification #:** 2019-0020  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** ALONG CAMP BOWIE W BLVD FROM ALTA MERE DR TO LACKLAND RD, ALONG LACKLAND RD FROM CAMP BOWIE W BLVD TO Z BOAZ PL  
**County:** TARRANT      **CSJ:** 0902-90-941  
**City:** FORT WORTH      **Desc:** SAFE ROUTES TO SCHOOL; CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS IN PROXIMITY TO THE APPLIED LEARNING ACADEMY  
**Request:** ADD NEW PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); NEW FUNDS OFFSET BY A DECREASE IN FUNDING ON TIP 11651/CSJ 0902-00-173  
**Comment:** LOCAL MATCH PAID BY CITY OF FORT WORTH

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-941	Cat 5:	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
2020	CON	0902-90-941	Cat 5:	\$328,406	\$0	\$0	\$82,102	\$0	\$410,508
<b>Grand Total:</b>				<b>\$488,406</b>	<b>\$0</b>	<b>\$0</b>	<b>\$122,102</b>	<b>\$0</b>	<b>\$610,508</b>

## PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11651.3    **Facility:** VA    **Location/Limits From:** ON BOMBER SPUR TRAIL FROM INTERSECTION OF SH 183 AND CALMONT AVE    **Modification #:** 2019-0021  
**Impementing Agency:** NCTCOG    **Location/Limits To:** INTERSECTION OF SH 183 AND IH 30  
**County:** TARRANT    **CSJ:** 0902-90-958  
**City:** FORT WORTH    **Desc:** PREPARE DESIGN & DEVELOPMENT SCHEMATIC & ENV SUMMARY FOR THE BOMBER SPUR REGIONAL VELOWEB SHARED-USE PATH  
**Request:** ADD NEW PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); NEW FUNDS OFFSET BY A DECREASE IN FUNDING ON TIP 11651/CSJ 0902-00-173

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-958	STBG:	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
<b>Grand Total:</b>				<b>\$160,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000</b>	<b>\$0</b>	<b>\$200,000</b>

**TIP Code:** 11652    **Facility:** VA    **Location/Limits From:** REGIONAL MINOR INTERSECTION EQUIPMENT PROGRAM    **Modification #:** 2019-0022  
**Impementing Agency:** NCTCOG  
**County:** VARIOUS    **CSJ:** 0902-00-172  
**City:** VARIOUS    **Desc:** REGIONAL MINOR INTERSECTION EQUIPMENT PROGRAM-MINOR IMPROVEMENTS SUCH AS TRAFFIC SIGNAL CABINETS, ETC.  
**Request:** DECREASE FUNDING ON OFF-SYSTEM CSJ 0902-00-172 AND MOVE TO ON-SYSTEM CSJ XXXX-XX-XXX WITH CORRESPONDING STATE MATCH

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0902-00-172	Cat 5:	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
<b>Grand Total:</b>				<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$2,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0902-00-172	Cat 5:	\$1,000,000	\$0	\$0	\$250,000	\$0	\$1,250,000
2019	CON	N/A	Cat 5:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
<b>Grand Total:</b>				<b>\$2,000,000</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$2,500,000</b>

## PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55246      **Facility:** FM 1886      **Location/Limits From:** SH 199      **Modification #:** 2019-0026  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** PARKER COUNTY LINE  
**County:** TARRANT      **CSJ:** 1605-02-024  
**City:** AZLE      **Desc:** WIDEN 2 LANE RURAL TO 4/6 LANE URBAN DIVIDED  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	1605-02-024	SBPE:	\$0	\$4,100,000	\$0	\$0	\$0	\$4,100,000
2022	ROW	1605-02-024	S102:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$6,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,100,000</b>

**TIP Code:** 55247      **Facility:** FM 1886      **Location/Limits From:** FM 3325      **Modification #:** 2019-0027  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** TARRANT COUNTY LINE  
**County:** PARKER      **CSJ:** 1605-01-015  
**City:** AZLE      **Desc:** WIDEN 2 LANE RURAL TO 4/6 LANE URBAN DIVIDED  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	1605-01-015	SBPE:	\$0	\$3,100,000	\$0	\$0	\$0	\$3,100,000
2022	ROW	1605-01-015	S102:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$4,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,600,000</b>

## PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55214      **Facility:** IH 20      **Location/Limits From:** PARK SPRINGS BLVD      **Modification #:** 2019-0035  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** DALLAS COUNTY LINE  
**County:** TARRANT      **CSJ:** 2374-05-084  
**City:** ARLINGTON      **Desc:** PRELIMINARY ENGINEERING FOR OPERATIONAL AND SAFETY IMPROVEMENTS; WIDEN FROM 8 TO 10 GENERAL PURPOSE LANES FROM MATLOCK TO DALLAS COUNTY LINE  
**Request:** CANCEL PROJECT; DECREASE IN FUNDING OFFSETS AN INCREASE IN FUNDING ON TIP 13027.1/CSJ 2374-05-084  
**Comment:** 10-YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	2374-05-084	SBPE:	\$0	\$1,750,000	\$0	\$0	\$0	\$1,750,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$1,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,750,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	N/A	SBPE:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**TIP Code:** 11898.1      **Facility:** CS      **Location/Limits From:** ON AVONDALE-HASLET FROM WESTPORT PARKWAY CONNECTOR      **Modification #:** 2019-0037  
**Impementing Agency:** HASLET      **Location/Limits To:** WEST OF HASLET COUNTY LINE RD  
**County:** TARRANT      **CSJ:** 0902-90-020  
**City:** HASLET      **Desc:** CONSTRUCT NEW 0 TO 4 LANE AND RECONSTRUCT EXISTING 2 LANE TO 4 LANE DIVIDED URBAN ROADWAY  
**Request:** REVISE LIMITS TO ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE RD; ADD ENGINEERING FUNDS TO FY2020; CHANGE FISCAL YEAR OF ORIGINAL ENGINEERING FUNDS TO FY2015

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-90-020	Cat 7:	\$1,360,000	\$0	\$0	\$340,000	\$0	\$1,700,000
<b>Grand Total:</b>				<b>\$1,360,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$340,000</b>	<b>\$0</b>	<b>\$1,700,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0902-90-020	Cat 7:	\$1,360,000	\$0	\$0	\$340,000	\$0	\$1,700,000
2019	ENG	0902-90-020	STBG:	\$380,000	\$0	\$0	\$95,000	\$0	\$475,000
<b>Grand Total:</b>				<b>\$1,740,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$435,000</b>	<b>\$0</b>	<b>\$2,175,000</b>

## PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20105      **Facility:** CORPORATE DR      **Location/Limits From:** WATERS RIDGE DRIVE      **Modification #:** 2019-0043  
**Impementing Agency:** LEWISVILLE      **Location/Limits To:** DGNO RR  
**County:** DENTON      **CSJ:** 0918-46-235  
**City:** LEWISVILLE      **Desc:** CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 1  
**Request:** ACKNOWLEDGE \$20,055 IN INTEREST EARNINGS AND MOVE INTEREST TO RELATED PROJECT CORPORATE DRIVE SEGMENT 5 (TIP 20111/CSJ 0918-46-239); INCREASE LOCAL FUNDS AND LOCAL CONTRIBUTION FUNDING  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF LEWISVILLE; CHANGES DUE TO PROJECT CLOSEOUT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0918-46-235	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$180,048	\$0	\$0	\$180,048
2010	CON	0918-46-235	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,392,723	\$0	\$0	\$1,392,723
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,572,771</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,572,771</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0918-46-235	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$180,048	\$45,012	\$0	\$225,060
2010	CON	0918-46-235	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,392,723	\$348,181	\$0	\$1,740,904
2012	CON	0918-46-235	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$341,778	\$341,778
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,572,771</b>	<b>\$393,193</b>	<b>\$341,778</b>	<b>\$2,307,742</b>

# PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55176      **Facility:** SH 199      **Location/Limits From:** SOUTH OF FM 1886      **Modification #:** 2019-0045  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** SOUTH END OF LAKE WORTH BRIDGE  
**County:** TARRANT      **CSJ:** 0171-04-050  
**City:** LAKE WORTH      **Desc:** RECONSTRUCT AND WIDEN 0 LANE TO 6 LANE FREEWAY, RECONSTRUCT 4 LANE TO 6 LANE FRONTAGE ROADS, CONSTRUCT BRIDGES OVER LAKE WORTH & TRAFFIC MGMT SYSTEM  
**Request:** INCREASE CONSTRUCTION FUNDING; ADVANCE CONSTRUCTION FUNDS TO FY2020; ADD ENGINEERING PHASE TO FY2019; REVISE UTILITY & CONSTRUCTION FUNDING SHARES FROM 80% FEDERAL/20% LOCAL TO 80% FEDERAL/20% STATE; REVISE SCOPE TO RECONSTRUCT 0 LANE TO 6 LANE FREEWAY AND RECONSTRUCT 4 LANE TO 4/6 LANE FRONTAGE ROADS, CONSTRUCT BRIDGES OVER LAKE WORTH & TRAFFIC MGMT SYSTEM  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	UTIL	0171-04-050	S102:	\$204,800	\$0	\$0	\$51,200	\$0	\$256,000
2023	CON	0171-04-050	Cat 2M:	\$36,005,120	\$0	\$0	\$9,001,280	\$0	\$45,006,400
2023	CON	0171-04-050	Cat 4:	\$32,234,880	\$0	\$0	\$8,058,720	\$0	\$40,293,600
<b>Phase Subtotal:</b>				<b>\$68,240,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,060,000</b>	<b>\$0</b>	<b>\$85,300,000</b>
<b>Grand Total:</b>				<b>\$68,444,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,111,200</b>	<b>\$0</b>	<b>\$85,556,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0171-04-050	SBPE:	\$4,786,293	\$1,196,573	\$0	\$0	\$0	\$5,982,866
2019	UTIL	0171-04-050	S102:	\$204,800	\$51,200	\$0	\$0	\$0	\$256,000
2020	CON	0171-04-050	Cat 2M:	\$36,005,120	\$9,001,280	\$0	\$0	\$0	\$45,006,400
2020	CON	0171-04-050	Cat 4:	\$55,194,400	\$13,798,600	\$0	\$0	\$0	\$68,993,000
<b>Phase Subtotal:</b>				<b>\$91,199,520</b>	<b>\$22,799,880</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$113,999,400</b>
<b>Grand Total:</b>				<b>\$96,190,613</b>	<b>\$24,047,653</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$120,238,266</b>



## PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55173      **Facility:** SH 199      **Location/Limits From:** SOUTH END OF LAKE WORTH BRIDGE      **Modification #:** 2019-0046  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** AZLE AVE  
**County:** TARRANT      **CSJ:** 0171-05-097  
**City:** LAKE WORTH      **Desc:** WIDEN ROADWAY FROM 4 LANES TO 6 LANES, AND RECONSTRUCT 4/6 LANE TO 4/6 LANE FRONTAGE ROADS  
**Request:** ADVANCE CONSTRUCTION PHASE TO FY2020 AND DECREASE FUNDING; ADD ENGINEERING PHASE TO FY2019; REVISE FUNDING SHARES FROM 80% FEDERAL/20% LOCAL TO 80% FEDERAL/20% STATE FOR UTILITY AND CONSTRUCTION PHASES; REVISE SCOPE TO CONSTRUCT 0 TO 6 LANE FREEWAY, CONSTRUCT BRIDGES OVER SH 199  
**Comment:** 10-YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	UTIL	0171-05-097	S102:	\$144,400	\$0	\$0	\$36,100	\$0	\$180,500
2028	CON	0171-05-097	Cat 4:	\$23,760,000	\$0	\$0	\$5,940,000	\$0	\$29,700,000
<b>Grand Total:</b>				<b>\$23,904,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,976,100</b>	<b>\$0</b>	<b>\$29,880,500</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0171-05-097	SBPE:	\$923,670	\$230,918	\$0	\$0	\$0	\$1,154,588
2019	UTIL	0171-05-097	S102:	\$144,400	\$36,100	\$0	\$0	\$0	\$180,500
2020	CON	0171-05-097	Cat 4:	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
<b>Grand Total:</b>				<b>\$18,668,070</b>	<b>\$4,667,018</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,335,088</b>

# PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55222      **Facility:** IH 30      **Location/Limits From:** DALROCK RD (ROCKWALL C/L)      **Modification #:** 2019-0052  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** EAST OF DALROCK RD  
**County:** ROCKWALL      **CSJ:** 0009-12-221  
**City:** ROWLETT      **Desc:** TRANSITION FOR DALROCK INTERCHANGE  
**Request:** ADD CATEGORY 4 FUNDS FOR CONSTRUCTION IN FY2021 AS APPROVED BY THE RTC ON AUGUST 9, 2018 AND INCREASE CONSTRUCTION FUNDING BY ADDING CATEGORY 1 FUNDS (THE TTC DID NOT APPROVE CATEGORY 12 CLEAR LANES FUNDING, SO CATEGORY 4 FUNDS WILL REMAIN ON PROJECT); CLARIFY SCOPE AS TRANSITION FOR DALROCK INTERCHANGE INCLUDING RECONSTRUCTION OF EXISTING 4 LANE FRONTAGE ROADS AND RAMPS  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-12-221	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2021	ROW	0009-12-221	S102:	\$1,350,000	\$150,000	\$0	\$0	\$0	\$1,500,000
<b>Grand Total:</b>				<b>\$1,350,000</b>	<b>\$1,150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-12-221	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2021	ROW	0009-12-221	S102:	\$1,350,000	\$150,000	\$0	\$0	\$0	\$1,500,000
2021	CON	0009-12-221	Cat 1:	\$741,559	\$185,390	\$0	\$0	\$0	\$926,949
2021	CON	0009-12-221	Cat 4:	\$5,600,000	\$1,400,000	\$0	\$0	\$0	\$7,000,000
<b>Phase Subtotal:</b>				<b>\$6,341,559</b>	<b>\$1,585,390</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,926,949</b>
<b>Grand Total:</b>				<b>\$7,691,559</b>	<b>\$2,735,390</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,426,949</b>

## PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55169      **Facility:** IH 30      **Location/Limits From:** BASS PRO DRIVE      **Modification #:** 2019-0053  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** DALROCK RD  
**County:** DALLAS      **CSJ:** 0009-11-241  
**City:** VARIOUS      **Desc:** CONSTRUCT 0 TO 6 LANE FRONTAGE ROADS, BAYSIDE BRIDGE, AND RAMP MODIFICATIONS; RECONSTRUCT DALROCK INTERCHANGE  
**Request:** ADD CATEGORY 1 FUNDS TO CONSTRUCTION PHASE IN FY 2021; DECREASE CATEGORY 4 FUNDS FOR CONSTRUCTION PHASE IN FY2021 AS APPROVED BY THE RTC ON AUGUST 9, 2018 (THE TTC DID NOT APPROVE CATEGORY 12 CLEAR LANES FUNDING, SO CATEGORY 4 FUNDS WILL REMAIN ON PROJECT)  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0009-11-241	SBPE:	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000
2019	ROW	0009-11-241	S102:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2021	CON	0009-11-241	Cat 4:	\$102,059,903	\$25,514,976	\$0	\$0	\$0	\$127,574,879
<b>Grand Total:</b>				<b>\$104,459,903</b>	<b>\$34,114,976</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$138,574,879</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0009-11-241	SBPE:	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000
2019	ROW	0009-11-241	S102:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2021	CON	0009-11-241	Cat 1:	\$10,607,065	\$2,651,766	\$0	\$0	\$0	\$13,258,831
2021	CON	0009-11-241	Cat 4:	\$96,459,903	\$24,114,976	\$0	\$0	\$0	\$120,574,879
<b>Phase Subtotal:</b>				<b>\$107,066,968</b>	<b>\$26,766,742</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$133,833,710</b>
<b>Grand Total:</b>				<b>\$109,466,968</b>	<b>\$35,366,742</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$144,833,710</b>

**TIP Code:** 20118.1      **Facility:** US 377      **Location/Limits From:** IH 35E      **Modification #:** 2019-0055  
**Impementing Agency:** DENTON      **Location/Limits To:** FM 1830  
**County:** DENTON      **CSJ:** 0918-46-983  
**City:** DENTON      **Desc:** CITY OF DENTON UTILITY RELOCATIONS ASSOCIATED WITH TXDOT PROJECT  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); RELATED TO TIP 20118/CSJ 0081-04-036 AND CSJ 0081-04-025

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	UTIL	0918-46-983	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$3,000,000	\$750,000	\$0	\$3,750,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$750,000</b>	<b>\$0</b>	<b>\$3,750,000</b>

# PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13029      **Facility:** IH 45      **Location/Limits From:** AT FM 664      **Modification #:** 2019-0059  
**Impementing Agency:** TXDOT-DALLAS  
**County:** ELLIS      **CSJ:** 0092-03-053  
**City:** FERRIS      **Desc:** CONSTRUCT INTERCHANGE  
**Request:** DECREASE CONSTRUCTION FUNDING IN FY2022; REVISE CONSTRUCTION FUNDING BY REMOVING CATEGORY 4 FUNDS AND ADDING CATEGORY 12 AS APPROVED BY THE RTC ON AUGUST 9, 2018 AND CATEGORY 1 FUNDS  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0092-03-053	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2019	ROW	0092-03-053	S102:	\$4,080,000	\$510,000	\$0	\$510,000	\$0	\$5,100,000
2022	CON	0092-03-053	Cat 4:	\$32,335,973	\$8,083,993	\$0	\$0	\$0	\$40,419,966
<b>Grand Total:</b>				<b>\$36,415,973</b>	<b>\$10,593,993</b>	<b>\$0</b>	<b>\$510,000</b>	<b>\$0</b>	<b>\$47,519,966</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0092-03-053	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2019	ROW	0092-03-053	S102:	\$4,080,000	\$510,000	\$0	\$510,000	\$0	\$5,100,000
2022	CON	0092-03-053	Cat 1:	\$3,588,906	\$897,226	\$0	\$0	\$0	\$4,486,132
2022	CON	0092-03-053	Cat 12:	\$27,200,000	\$6,800,000	\$0	\$0	\$0	\$34,000,000
<b>Phase Subtotal:</b>				<b>\$30,788,906</b>	<b>\$7,697,226</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$38,486,132</b>
<b>Grand Total:</b>				<b>\$34,868,906</b>	<b>\$10,207,226</b>	<b>\$0</b>	<b>\$510,000</b>	<b>\$0</b>	<b>\$45,586,132</b>

# PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 53003      **Facility:** SS 482      **Location/Limits From:** AT SH 114 & SH 183      **Modification #:** 2019-0061  
**Impementing Agency:** TXDOT-DALLAS  
**County:** DALLAS      **CSJ:** 0094-03-060  
**City:** IRVING      **Desc:** RECONSTRUCT INTERCHANGE (PH 2)  
**Request:** INCREASE CONSTRUCTION FUNDING IN FY2020 AS APPROVED BY THE RTC ON AUGUST 9, 2018; REVISE ROW FUNDING SHARES FROM 80%FEDERAL/20%STATE TO 80% FEDERAL/10% STATE/10% LOCAL  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0094-03-060	Cat 3 - Prop 14:	\$0	\$8,923,507	\$0	\$0	\$0	\$8,923,507
2019	ROW	0094-03-060	S102:	\$6,556,046	\$1,639,011	\$0	\$0	\$0	\$8,195,057
2020	CON	0094-03-060	Cat 12:	\$102,439,200	\$25,609,800	\$0	\$0	\$0	\$128,049,000
<b>Grand Total:</b>				<b>\$108,995,246</b>	<b>\$36,172,318</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$145,167,564</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0094-03-060	Cat 3 - Prop 14:	\$0	\$8,923,507	\$0	\$0	\$0	\$8,923,507
2019	ROW	0094-03-060	S102:	\$6,556,046	\$819,506	\$0	\$819,505	\$0	\$8,195,057
2023	CON	0094-03-060	Cat 12:	\$168,000,000	\$42,000,000	\$0	\$0	\$0	\$210,000,000
<b>Grand Total:</b>				<b>\$174,556,046</b>	<b>\$51,743,013</b>	<b>\$0</b>	<b>\$819,505</b>	<b>\$0</b>	<b>\$227,118,564</b>

**TIP Code:** 55004      **Facility:** US 377      **Location/Limits From:** NORTH OF HICKORY CREEK      **Modification #:** 2019-0063  
**Impementing Agency:** DENTON CO      **Location/Limits To:** FM 1830  
**County:** DENTON      **CSJ:** 0081-04-038  
**City:** VARIOUS      **Desc:** RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 6 LANE DIVIDED URBAN  
**Request:** REVISE SCOPE TO RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED URBAN  
**Comment:** LOCAL CONTRIBUTION PAID BY DENTON COUNTY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	0081-04-038	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$321,955	\$321,955
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$321,955</b>	<b>\$321,955</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	0081-04-038	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$321,955	\$321,955
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$321,955</b>	<b>\$321,955</b>

## PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

<b>TIP Code:</b> 53108	<b>Facility:</b> US 80	<b>Location/Limits From:</b> IH 30	<b>Modification #:</b> 2019-0066
<b>Impementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> EAST OF TOWN EAST BLVD	
<b>County:</b> DALLAS	<b>CSJ:</b> 0095-10-033		
<b>City:</b> MESQUITE	<b>Desc:</b>	RECONSTRUCT AND WIDEN 4 TO 6 MAIN LANES, RECONSTRUCT AND WIDEN 2/6 CONTINUOUS FRONTAGE ROADS TO 4/8 CONTINUOUS FRONTAGE ROADS	
	<b>Request:</b>	REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND WIDEN 2/6 LANE CONTINUOUS FRONTAGE ROADS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS	

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	0095-10-033	SBPE:	\$0	\$6,000,000	\$0	\$0	\$0	\$6,000,000
2028	ROW	0095-10-033	S102:	\$21,600,000	\$2,700,000	\$0	\$2,700,000	\$0	\$27,000,000
<b>Grand Total:</b>				<b>\$21,600,000</b>	<b>\$8,700,000</b>	<b>\$0</b>	<b>\$2,700,000</b>	<b>\$0</b>	<b>\$33,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	0095-10-033	SBPE:	\$0	\$6,000,000	\$0	\$0	\$0	\$6,000,000
2028	ROW	0095-10-033	S102:	\$21,600,000	\$2,700,000	\$0	\$2,700,000	\$0	\$27,000,000
<b>Grand Total:</b>				<b>\$21,600,000</b>	<b>\$8,700,000</b>	<b>\$0</b>	<b>\$2,700,000</b>	<b>\$0</b>	<b>\$33,000,000</b>

# PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 35001      **Facility:** US 287      **Location/Limits From:** AT WALNUT GROVE ROAD      **Modification #:** 2019-0067  
**Impementing Agency:** TXDOT-DALLAS  
**County:** ELLIS      **CSJ:** 0172-05-115  
**City:** WAXAHACHIE      **Desc:** RECONSTRUCT INTERSECTION  
**Request:** CLARIFY SCOPE AS CONSTRUCT INTERCHANGE; ADD CAT 11 FUNDS TO CONSTRUCTION PHASE IN FY2019  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0172-05-115	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2017	ROW	0172-05-115	S102:	\$292,800	\$36,600	\$0	\$36,600	\$0	\$366,000
2019	UTIL	0172-05-115	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2019	CON	0172-05-115	Cat 4:	\$21,360,000	\$5,340,000	\$0	\$0	\$0	\$26,700,000
<b>Grand Total:</b>				<b>\$23,252,800</b>	<b>\$7,076,600</b>	<b>\$0</b>	<b>\$236,600</b>	<b>\$0</b>	<b>\$30,566,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0172-05-115	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2017	ROW	0172-05-115	S102:	\$292,800	\$36,600	\$0	\$36,600	\$0	\$366,000
2019	UTIL	0172-05-115	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2019	CON	0172-05-115	Cat 11:	\$781,297	\$195,324	\$0	\$0	\$0	\$976,621
2019	CON	0172-05-115	Cat 4:	\$21,360,000	\$5,340,000	\$0	\$0	\$0	\$26,700,000
<b>Phase Subtotal:</b>				<b>\$22,141,297</b>	<b>\$5,535,324</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,676,621</b>
<b>Grand Total:</b>				<b>\$24,034,097</b>	<b>\$7,271,924</b>	<b>\$0</b>	<b>\$236,600</b>	<b>\$0</b>	<b>\$31,542,621</b>

## PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20209.2     **Facility:** US 175     **Location/Limits From:** US 175 CONNECTOR (ON SM WRIGHT PKWY PHASE 1/FORMERLY TRINITY PKWY PHASE 1/US 175) FROM IH 45     **Modification #:** 2019-0071  
**Impementing Agency:** TXDOT-DALLAS     **Location/Limits To:** EAST OF BEXAR ST  
**County:** DALLAS     **CSJ:** 0197-02-122  
**City:** DALLAS     **Desc:** EXTEND US 175, RECONSTRUCT INTERCHANGE WITH SM WRIGHT/SH 310, 2 LANE DIRECT CONNECTORS IN EACH DIRECTION WEST OF THE INTERCHANGE, RECONSTRUCT MAINLANES EAST OF INTERCHANGE TO BEXAR ST., 2/3 LANE FRONTAGE ON EACH SIDE BETWEEN LAMAR AND BEXAR ST.  
**Request:** INCREASE CONSTRUCTION FUNDING IN FY2018 TO ACCOUNT FOR EXISTING/ANTICIPATED CHANGE ORDERS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0197-02-122	Cat 12:	\$15,152,000	\$3,788,000	\$0	\$0	\$0	\$18,940,000
2016	CON	0197-02-122	Cat 2M:	\$16,051,200	\$4,012,800	\$0	\$0	\$0	\$20,064,000
2016	CON	0197-02-122	Cat 7:	\$7,662,522	\$1,915,631	\$0	\$0	\$0	\$9,578,153
<b>Phase Subtotal:</b>				<b>\$38,865,722</b>	<b>\$9,716,431</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$48,582,153</b>
2018	CON	0197-02-122	Cat 7:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
<b>Grand Total:</b>				<b>\$40,065,722</b>	<b>\$10,016,431</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,082,153</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	CON	0197-02-122	Cat 12:	\$15,152,000	\$3,788,000	\$0	\$0	\$0	\$18,940,000
2016	CON	0197-02-122	Cat 2M:	\$16,051,200	\$4,012,800	\$0	\$0	\$0	\$20,064,000
2016	CON	0197-02-122	Cat 7:	\$7,662,522	\$1,915,631	\$0	\$0	\$0	\$9,578,153
<b>Phase Subtotal:</b>				<b>\$38,865,722</b>	<b>\$9,716,431</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$48,582,153</b>
2018	CON	0197-02-122	Cat 7:	\$3,200,000	\$800,000	\$0	\$0	\$0	\$4,000,000
<b>Grand Total:</b>				<b>\$42,065,722</b>	<b>\$10,516,431</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52,582,153</b>



## PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55120      **Facility:** US 175      **Location/Limits From:** EAST OF E. MALLOY BRIDGE RD      **Modification #:** 2019-0072  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** KAUFMAN COUNTY LINE  
**County:** DALLAS      **CSJ:** 0197-02-124  
**City:** SEAGOVILLE      **Desc:** RAMP MODIFICATIONS  
**Request:** ADD CATEGORY 1 FUNDS FOR COST OVERRUNS FOR CONSTRUCTION PHASE IN FY2019  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0197-02-124	SBPE:	\$0	\$106,000	\$0	\$0	\$0	\$106,000
2019	UTIL	0197-02-124	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2019	CON	0197-02-124	Cat 2M:	\$1,730,560	\$432,640	\$0	\$0	\$0	\$2,163,200
<b>Grand Total:</b>				<b>\$3,330,560</b>	<b>\$738,640</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$4,269,200</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0197-02-124	SBPE:	\$0	\$106,000	\$0	\$0	\$0	\$106,000
2019	UTIL	0197-02-124	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2019	CON	0197-02-124	Cat 1:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2019	CON	0197-02-124	Cat 2M:	\$1,730,560	\$432,640	\$0	\$0	\$0	\$2,163,200
<b>Phase Subtotal:</b>				<b>\$2,530,560</b>	<b>\$632,640</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,163,200</b>
<b>Grand Total:</b>				<b>\$4,130,560</b>	<b>\$938,640</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$5,269,200</b>

## PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55134      **Facility:** US 175      **Location/Limits From:** DALLAS COUNTY LINE      **Modification #:** 2019-0073  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** WEST OF FM 1389  
**County:** KAUFMAN      **CSJ:** 0197-03-074  
**City:** SEAGOVILLE      **Desc:** RAMP MODIFICATIONS  
**Request:** ADD CATEGORY 1 FUNDING TO CONSTRUCTION IN FY2019 FOR COST OVERRUNS  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0197-03-074	SBPE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2019	CON	0197-03-074	Cat 2M:	\$1,730,400	\$432,600	\$0	\$0	\$0	\$2,163,000
<b>Grand Total:</b>				<b>\$1,730,400</b>	<b>\$632,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,363,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0197-03-074	SBPE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2019	CON	0197-03-074	Cat 1:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2019	CON	0197-03-074	Cat 2M:	\$1,730,400	\$432,600	\$0	\$0	\$0	\$2,163,000
<b>Phase Subtotal:</b>				<b>\$2,530,400</b>	<b>\$632,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,163,000</b>
<b>Grand Total:</b>				<b>\$2,530,400</b>	<b>\$832,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,363,000</b>

**TIP Code:** 14032.2      **Facility:** IH 35E      **Location/Limits From:** AT BEAR CREEK ROAD      **Modification #:** 2019-0074  
**Impementing Agency:** TXDOT-DALLAS  
**County:** DALLAS      **CSJ:** 0442-02-161  
**City:** GLENN HEIGHTS      **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ON-SYSTEM PROJECT RELATED TO TIP 14032/CSJ 0918-45-999

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0442-02-161	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2019	ROW	0442-02-161	S102:	\$1,350,000	\$150,000	\$0	\$0	\$0	\$1,500,000
<b>Grand Total:</b>				<b>\$1,350,000</b>	<b>\$650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>

## PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 54119.5    **Facility:** IH 35E    **Location/Limits From:** ELLIS COUNTY LINE    **Modification #:** 2019-0075  
**Impementing Agency:** TXDOT-DALLAS    **Location/Limits To:** BEAR CREEK ROAD  
**County:** DALLAS    **CSJ:** 0442-02-162  
**City:** VARIOUS    **Desc:** CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E  
**Request:** SPLIT FROM 54119 AND CHANGE CMAQ FUNDS TO STBG DUE TO PROJECT ELIGIBILITY; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ADDITION OF STBG FUNDS OFFSET BY A DECREASE IN CMAQ FUNDS ON TIP 54119.1/CSJ 2964-10-008, TIP 54119.3/CSJ 2964-12-001, AND TIP 54119.4/CSJ 2964-12-002

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0442-02-162	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2045	ROW	0442-02-162	S102:	\$1,530,000	\$170,000	\$0	\$0	\$0	\$1,700,000
2045	CON	0442-02-162	STBG:	\$466,400	\$116,600	\$0	\$0	\$0	\$583,000
<b>Grand Total:</b>				<b>\$1,996,400</b>	<b>\$786,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,783,000</b>

**TIP Code:** 54119.6    **Facility:** IH 35E    **Location/Limits From:** REESE DRIVE    **Modification #:** 2019-0076  
**Impementing Agency:** TXDOT-DALLAS    **Location/Limits To:** DALLAS COUNTY LINE  
**County:** ELLIS    **CSJ:** 0442-03-044  
**City:** VARIOUS    **Desc:** CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E  
**Request:** SPLIT FROM 54119 AND CHANGE CMAQ FUNDS TO STBG DUE TO PROJECT ELIGIBILITY AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); ADDITION OF STBG FUNDS OFFSET BY A DECREASE IN CMAQ FUNDS ON TIP 54119.1/CSJ 2964-10-008, TIP 54119.3/CSJ 2964-12-001, AND TIP 54119.4/CSJ 2964-12-002

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0442-03-044	SBPE:	\$0	\$800,000	\$0	\$0	\$0	\$800,000
2045	ROW	0442-03-044	S102:	\$2,800,000	\$700,000	\$0	\$0	\$0	\$3,500,000
2045	CON	0442-03-044	STBG:	\$5,320,000	\$1,330,000	\$0	\$0	\$0	\$6,650,000
<b>Grand Total:</b>				<b>\$8,120,000</b>	<b>\$2,830,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,950,000</b>

# PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11527      **Facility:** SL 12      **Location/Limits From:** AT SH 183      **Modification #:** 2019-0077  
**Impementing Agency:** TXDOT-DALLAS  
**County:** DALLAS      **CSJ:** 0581-02-124  
**City:** IRVING      **Desc:** RECONSTRUCT INTERCHANGE (PH 2)  
**Request:** ADVANCE ENGINEERING, ROW, & CONSTRUCTION PHASES TO FY2019; REPLACE CATEGORY 2 FUNDS WITH CATEGORY 12 FUNDS AS APPROVED BY THE RTC ON AUGUST 9, 2018 AND ADD CATEGORY 1 FUNDS FOR COST OVERRUNS  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2028	ENG	0581-02-124	SBPE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2028	ROW	0581-02-124	S102:	\$12,080,000	\$1,510,000	\$0	\$1,510,000	\$0	\$15,100,000
2028	CON	0581-02-124	Cat 2M:	\$137,560,800	\$34,390,200	\$0	\$0	\$0	\$171,951,000
<b>Grand Total:</b>				<b>\$149,640,800</b>	<b>\$40,900,200</b>	<b>\$0</b>	<b>\$1,510,000</b>	<b>\$0</b>	<b>\$192,051,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0581-02-124	SBPE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2019	ROW	0581-02-124	S102:	\$12,080,000	\$1,510,000	\$0	\$1,510,000	\$0	\$15,100,000
2019	CON	0581-02-124	Cat 1:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2019	CON	0581-02-124	Cat 12:	\$168,000,000	\$42,000,000	\$0	\$0	\$0	\$210,000,000
<b>Phase Subtotal:</b>				<b>\$169,600,000</b>	<b>\$42,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$212,000,000</b>
<b>Grand Total:</b>				<b>\$181,680,000</b>	<b>\$48,910,000</b>	<b>\$0</b>	<b>\$1,510,000</b>	<b>\$0</b>	<b>\$232,100,000</b>

# PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 83284      **Facility:** FM 148      **Location/Limits From:** SOUTH OF FM 3039      **Modification #:** 2019-0080  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** US 175  
**County:** KAUFMAN      **CSJ:** 0751-02-027, 0751-05-001  
**City:** CRANDALL      **Desc:** CONSTRUCT 0 TO 2 LANE  
**Request:** DELAY ENGINEERING AND ROW PHASES TO FY2045 THEREBY REMOVING PROJECT FROM THE 4 YEAR WINDOW OF THE 2019-2022 TIP/STIP; INCREASE SBPE FUNDS FOR ENGINEERING PHASE; INCREASE S102 FUNDS FOR ROW PHASE; REMOVE LOCAL CONTRIBUTION FROM ENGINEERING PHASE; CHANGE CSJ FROM 0751-02-027 TO 0751-05-001; CLARIFY SCOPE AS CONSTRUCT 0 TO 2 LANE RURAL UNDIVIDED ROADWAY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0751-02-027	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$600,000	\$600,000
2019	ENG	0751-02-027	SBPE:	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$1,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$1,700,000</b>
2019	ROW	0751-02-027	S102:	\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
<b>Grand Total:</b>				<b>\$2,480,000</b>	<b>\$1,410,000</b>	<b>\$0</b>	<b>\$310,000</b>	<b>\$600,000</b>	<b>\$4,800,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0751-02-027	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2019	ENG	0751-02-027	SBPE:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
2019	ROW	0751-02-027	S102:	\$0	\$0	\$0	\$0	\$0	\$0
2045	ENG	0751-05-001	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2045	ROW	0751-05-001	S102:	\$5,200,000	\$650,000	\$0	\$650,000	\$0	\$6,500,000
<b>Grand Total:</b>				<b>\$5,200,000</b>	<b>\$2,150,000</b>	<b>\$0</b>	<b>\$650,000</b>	<b>\$0</b>	<b>\$8,000,000</b>

## PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55217      **Facility:** VA      **Location/Limits From:** ON BELT LINE RD FROM DRY BRANCH      **Modification #:** 2019-0082  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** BEAR CREEK  
**County:** DALLAS      **CSJ:** 0918-47-176  
**City:** IRVING      **Desc:** DRAINAGE IMPROVEMENTS  
**Request:** INCREASE CATEGORY 11 FUNDS AND TDCS DUE TO LOWBID AMOUNT AND FUTURE CHANGE ORDERS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0918-47-176	Cat 11:	\$2,750,000	\$0	\$0	\$0	\$0	\$2,750,000
2018	CON	0918-47-176	Cat 3 - TDC (MPO):	\$0	\$0	\$550,000	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$2,750,000</b>	<b>\$0</b>	<b>\$550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,750,000</b>
<b>Grand Total:</b>				<b>\$2,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,750,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	CON	0918-47-176	Cat 11:	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000
2018	CON	0918-47-176	Cat 3 - TDC (MPO):	\$0	\$0	\$700,000	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$3,500,000</b>	<b>\$0</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500,000</b>
<b>Grand Total:</b>				<b>\$3,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500,000</b>

**TIP Code:** 55248      **Facility:** FM 1378      **Location/Limits From:** FM 3286      **Modification #:** 2019-0086  
**Impementing Agency:** TXDOT-DALLAS  
**County:** COLLIN      **CSJ:** 1392-01-044  
**City:** VARIOUS      **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	1392-01-044	SBPE:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2045	ROW	1392-01-044	S102:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
<b>Grand Total:</b>				<b>\$400,000</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600,000</b>

## PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55075.3     **Facility:** IH 635     **Location/Limits From:** AT IH 30     **Modification #:** 2019-0090  
**Impementing Agency:** TXDOT-DALLAS  
**County:** DALLAS     **CSJ:** 2374-02-153  
**City:** MESQUITE     **Desc:** RECONSTRUCT INTERCHANGE  
**Request:** REVISE FUNDING  
**Comment:** LBJ EAST CORRIDOR; S102 FUNDS INCLUDED IN CONSTRUCTION PHASE DUE TO DESIGN-BUILD PROCESS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2374-02-153	Cat 2M:	\$33,597,218	\$8,399,305	\$0	\$0	\$0	\$41,996,523
2019	UTIL	2374-02-153	Cat 2M:	\$3,872,800	\$968,200	\$0	\$0	\$0	\$4,841,000
2019	CON	2374-02-153	Cat 2M:	\$9,567,787	\$2,391,947	\$0	\$0	\$0	\$11,959,734
2019	CON	2374-02-153	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$150,000,000	\$150,000,000
2019	CON	2374-02-153	S102:	\$0	\$91,661,122	\$0	\$0	\$0	\$91,661,122
2019	CON	2374-02-153	STBG:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
<b>Phase Subtotal:</b>				<b>\$29,567,787</b>	<b>\$99,053,069</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000,000</b>	<b>\$278,620,856</b>
<b>Grand Total:</b>				<b>\$67,037,805</b>	<b>\$108,420,574</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000,000</b>	<b>\$325,458,379</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2374-02-153	Cat 2M:	\$33,597,218	\$8,399,305	\$0	\$0	\$0	\$41,996,523
2019	UTIL	2374-02-153	Cat 2M:	\$3,872,800	\$968,200	\$0	\$0	\$0	\$4,841,000
2019	CON	2374-02-153	Cat 2M:	\$65,383,257	\$16,345,815	\$0	\$0	\$0	\$81,729,072
2019	CON	2374-02-153	S102:	\$0	\$168,406,748	\$0	\$0	\$0	\$168,406,748
2019	CON	2374-02-153	STBG:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
<b>Phase Subtotal:</b>				<b>\$85,383,257</b>	<b>\$189,752,563</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$275,135,820</b>
<b>Grand Total:</b>				<b>\$122,853,275</b>	<b>\$199,120,068</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$321,973,343</b>

## PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55034      **Facility:** SH 183      **Location/Limits From:** FM 157      **Modification #:** 2019-0093  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SH 10  
**County:** TARRANT      **CSJ:** 0364-05-925  
**City:** FORT WORTH      **Desc:** WIDEN 3 TO 6 CONCURRENT MANAGED LANES AND RECONSTRUCT AND WIDEN EXISTING 2/6 LANE DISCONTINUOUS TO 4/6 CONTINUOUS FRONTAGE ROADS (ULTIMATE)  
**Request:** REVISE LIMITS TO SH 183 FROM SH 121 TO SH 10 FOR CONSISTENCY WITH MOBILITY 2045

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2037	ENG	0364-05-925	SBPE:	\$0	\$16,500,000	\$0	\$0	\$0	\$16,500,000
2037	ROW	0364-05-925	S102:	\$54,000,000	\$6,750,000	\$0	\$6,750,000	\$0	\$67,500,000
<b>Grand Total:</b>				<b>\$54,000,000</b>	<b>\$23,250,000</b>	<b>\$0</b>	<b>\$6,750,000</b>	<b>\$0</b>	<b>\$84,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2037	ENG	0364-05-925	SBPE:	\$0	\$16,500,000	\$0	\$0	\$0	\$16,500,000
2037	ROW	0364-05-925	S102:	\$54,000,000	\$6,750,000	\$0	\$6,750,000	\$0	\$67,500,000
<b>Grand Total:</b>				<b>\$54,000,000</b>	<b>\$23,250,000</b>	<b>\$0</b>	<b>\$6,750,000</b>	<b>\$0</b>	<b>\$84,000,000</b>

**TIP Code:** 55249      **Facility:** IH 45      **Location/Limits From:** LAVENDER ROAD      **Modification #:** 2019-0098  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SOUTH OF BI 45J  
**County:** DALLAS      **CSJ:** 0092-02-130  
**City:** VARIOUS      **Desc:** CONSTRUCT RAMP AND FRONTAGE ROAD AT LOOP 9  
**Request:** ADD PROJECT TO 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0092-02-130	SBPE:	\$0	\$150,000	\$0	\$0	\$0	\$150,000
2045	ROW	0092-02-130	S102:	\$450,000	\$50,000	\$0	\$0	\$0	\$500,000
<b>Grand Total:</b>				<b>\$450,000</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$650,000</b>



## PROPOSED NOVEMBER 2018 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13027      **Facility:** IH 20      **Location/Limits From:** PARK SPRINGS BLVD.      **Modification #:** 2019-0143  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** DALLAS COUNTY LINE  
**County:** TARRANT      **CSJ:** 2374-05-902  
**City:** ARLINGTON      **Desc:** OPERATIONAL AND SAFETY IMPROVEMENTS  
**Request:** CANCEL PROJECT; DECREASE IN FUNDING OFFSETS AN INCREASE IN FUNDING ON TIP 13027.1/CSJ 2374-05-084  
**Comment:** 10-YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	2374-05-902	Cat 2M:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
<b>Grand Total:</b>				<b>\$40,000,000</b>	<b>\$10,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	2374-05-902	Cat 2M:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**TIP Code:** 13027.1      **Facility:** IH 20      **Location/Limits From:** PARK SPRINGS BLVD      **Modification #:** 2019-0145  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** DALLAS COUNTY LINE  
**County:** TARRANT      **CSJ:** 2374-05-084  
**City:** ARLINGTON      **Desc:** WIDEN FROM 8 TO 10 GENERAL PURPOSE LANES  
**Request:** SPLIT TIP CODE FROM 55214; DELAY ENGINEERING PHASE TO FY2019 AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REVISE SCOPE TO WIDEN FROM 8 TO 10 GENERAL PURPOSE LANES; INCREASE ENGINEERING FUNDS & REVISE FUNDING SHARES FROM 100% STATE TO 80% FEDERAL/20% STATE; ADD CONSTRUCTION PHASE TO FY2024; NEW CONSTRUCTION FUNDS OFFSET BY DELETION OF TIP 13027/CSJ 2374-05-902  
**Comment:** 10-YEAR PLAN PROJECT

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	2374-05-084	SBPE:	\$14,400,000	\$3,600,000	\$0	\$0	\$0	\$18,000,000
2024	CON	2374-05-084	Cat 2M:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
<b>Grand Total:</b>				<b>\$54,400,000</b>	<b>\$13,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$68,000,000</b>

# How to Read the Project Modification Listings – Transit Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing for transit projects. The fields are described below.

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2015 PROGRAM OF PROJECTS **Modification #:** 2015-0695

**Request:** REFINE FY2015 PROGRAM OF PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>		<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885
12752.15	MOBILITY MANAGEMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12765.15	OPERATING ASSISTANCE	2015	OPERATING	\$72,000	\$0	\$0	\$72,000	0	\$144,000
<b>TOTAL:</b>				<b>\$599,311</b>	<b>\$0</b>	<b>\$0</b>	<b>\$98,357</b>	<b>20,000</b>	<b>\$697,668</b>

<b>Revision Requested:</b>		<b>FUNDING TABLE:</b>								<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783	NO CHANGE
12678.15	PROGRAM ADMINISTRATION	2016	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	NO CHANGE
12752.15	MOBILITY MANAGEMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12765.15	OPERATING ASSISTANCE	2016	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$527,311</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,357</b>	<b>20,000</b>	<b>\$553,668</b>	

<b>IMPLEMENTING AGENCY:</b>	Identifies the lead public agency or municipality responsible for the project.
<b>APPORTIONMENT YEAR:</b>	Identifies the apportionment year in which funds were committed to the project.
<b>MODIFICATION #:</b>	The number assigned to the modification request by North Central Texas Council of Governments (NCTCOG) staff.
<b>REQUEST:</b>	Describes the action being requested through the modification.
<b>UZA:</b>	Identifies the Urbanized Area in which the project is located.
<b>COMMENT:</b>	States any comments related to the project.
<b>FUNDING SOURCE:</b>	Identifies the sources that are used to fund the project. Chapter III of the TIP/Statewide Transportation Improvement Plan (STIP) provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: <a href="http://www.nctcog.org/trans/funds/transportation-improvement-program">www.nctcog.org/trans/funds/transportation-improvement-program</a>
<b>CURRENTLY APPROVED FUNDING TABLE:</b>	Provides the total funding currently approved for a program of projects; incorporates total funding for projects in the program. This table will not appear for a modification that is adding a new program of projects to the TIP/STIP.
<b>REVISION REQUESTED FUNDING TABLE:</b>	Provides the total proposed funding for a program of projects as a result of the requested change; incorporates total funding for all projects in the program.

<b>TIP CODE:</b>	The number assigned to a TIP project, which is how NCTCOG identifies a project.
<b>DESCRIPTION:</b>	Identifies the scope of work that will be completed in the project.
<b>FY:</b>	Identifies the fiscal years in which the project occurs.
<b>PROJECT TYPE:</b>	Identifies if the project is a capital, operating, or planning project.
<b>FUNDING TABLE:</b>	Provides funding breakdown for funds associated with that program of projects.
<b>REQUESTED REVISION BY PROJECT:</b>	Identifies the request at the TIP Code level.

Sample

# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** HANDITRAN

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0101

**Request:** REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CHANGE AGENCY NAME TO CITY OF ARLINGTON

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 435,650 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>		
12539.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$836,760	\$0	\$0	\$209,190	0	\$1,045,950		
<b>TOTAL:</b>				<b>\$836,760</b>	<b>\$0</b>	<b>\$0</b>	<b>\$209,190</b>	<b>0</b>	<b>\$1,045,950</b>		
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED BY PROJECT</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>		
12036.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	ADD PROJECT (MPO TDCs)	
12037.18	OPERATING ASSISTANCE	2019	OPERATING	\$842,209	\$0	\$0	\$842,209	0	\$1,684,418	ADD PROJECT	
12079.18	CAPITAL COST OF CONTRACTING - PART #1	2019	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000	ADD PROJECT (MPO TDCs)	
12153.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$1,300,000	\$0	\$0	\$0	195,000	\$1,300,000	ADD PROJECT (MPO TDCs)	
12539.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12826.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$269,125	\$0	\$0	\$269,125	0	\$538,250	ADD PROJECT	
12845.18	CAPITAL COST OF CONTRACTING - PART #2	2019	CAPITAL	\$538,250	\$0	\$0	\$0	107,650	\$538,250	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$3,614,584</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,111,334</b>	<b>435,650</b>	<b>\$4,725,918</b>		

# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY/COUNTY TRANSPORTATION

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2019-0102

**Request:** REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 12,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12154.17	OPERATING ASSISTANCE	2018	OPERATING	\$76,225	\$0	\$0	\$76,255	0	\$152,450
12748.17	ACQUISITION OF SOFTWARE	2018	CAPITAL	\$10,000	\$0	\$0	\$0	2,000	\$10,000
12750.17	PROJECT ADMINISTRATION	2018	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000
<b>TOTAL:</b>				<b>\$136,225</b>	<b>\$0</b>	<b>\$0</b>	<b>\$76,255</b>	<b>12,000</b>	<b>\$212,450</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12154.17	OPERATING ASSISTANCE	2018	OPERATING	\$76,225	\$0	\$0	\$76,255	0	\$152,450	NO CHANGE
12748.17	ACQUISITION OF SOFTWARE	2018	CAPITAL	\$10,000	\$0	\$0	\$0	2,000	\$10,000	NO CHANGE
12750.17	PROJECT ADMINISTRATION	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12871.17	MOBILITY MANAGEMENT	2019	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$136,225</b>	<b>\$0</b>	<b>\$0</b>	<b>\$76,255</b>	<b>12,000</b>	<b>\$212,450</b>	

**Implementing Agency:** CITY/COUNTY TRANSPORTATION

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0103

**Request:** REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 5,637 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12510.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$239,811	\$0	\$0	\$59,953	0	\$299,764
<b>TOTAL:</b>				<b>\$239,811</b>	<b>\$0</b>	<b>\$0</b>	<b>\$59,953</b>	<b>0</b>	<b>\$299,764</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12154.18	OPERATING ASSISTANCE	2019	OPERATING	\$87,827	\$0	\$0	\$87,827	0	\$175,654	ADD PROJECT
12510.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12749.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$28,182	\$0	\$0	\$0	5,637	\$28,182	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$116,009</b>	<b>\$0</b>	<b>\$0</b>	<b>\$87,827</b>	<b>5,637</b>	<b>\$203,836</b>	

# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY OF GRAND PRAIRIE

**Apportionment Year:** FY2016 PROGRAM OF PROJECTS

**Modification #:** 2019-0104

**Request:** REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 85,952 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12003.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$160,000	\$0	\$0	\$0	24,000	\$160,000
12006.16	BUS PREVENTIVE MAINTENANCE	2016	CAPITAL	\$209,757	\$0	\$0	\$0	41,952	\$209,757
12785.16	GENERAL PLANNING	2016	PLANNING	\$100,000	\$0	\$0	\$0	20,000	\$100,000
<b>TOTAL:</b>				<b>\$469,757</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>85,952</b>	<b>\$469,757</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12003.16	PURCHASE REPLACEMENT VEHICLES	2016	CAPITAL	\$160,000	\$0	\$0	\$0	24,000	\$160,000	NO CHANGE
12006.16	BUS PREVENTIVE MAINTENANCE	2016	CAPITAL	\$209,757	\$0	\$0	\$0	41,952	\$209,757	NO CHANGE
12785.16	GENERAL PLANNING	2016	PLANNING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12858.16	PURCHASE EXPANSION VEHICLES	2019	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT (MPO TDCs)
12859.16	PROJECT ADMINISTRATION	2019	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$469,757</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>85,952</b>	<b>\$469,757</b>	

**Implementing Agency:** COMMUNITY TRANSIT SERVICES

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0105

**Request:** ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 12,382 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12827.18	OPERATING ASSISTANCE	2019	OPERATING	\$37,180	\$37,180	\$0	\$0	0	\$74,360	ADD PROJECT
12860.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$36,000	\$0	\$0	\$0	7,200	\$36,000	ADD PROJECT (MPO TDCs)
12861.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$25,909	\$0	\$0	\$0	5,182	\$25,909	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$99,089</b>	<b>\$37,180</b>	<b>\$0</b>	<b>\$0</b>	<b>12,382</b>	<b>\$136,269</b>	

# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0106

**Request:** REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Currently Approved:**

			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2018	CAPITAL	\$32,324,966	\$0	\$0	\$8,081,242	0	\$40,406,208
12415.18	SYSTEM TRANSIT ENHANCEMENTS	2018	CAPITAL	\$520,659	\$0	\$0	\$130,165	0	\$650,824
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$520,659	\$0	\$0	\$130,165	0	\$650,824
12846.18	VARIOUS PROJECTS (RAIL)	2018	CAPITAL	\$12,800,000	\$0	\$0	\$3,200,000	0	\$16,000,000
<b>TOTAL:</b>				<b>\$46,166,284</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,541,572</b>	<b>0</b>	<b>\$57,707,856</b>

**Revision Requested:**

			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2019	CAPITAL	\$37,323,515	\$0	\$0	\$9,330,879	0	\$46,654,394	INCREASE FUNDING
12415.18	SYSTEM TRANSIT ENHANCEMENTS	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$582,965	\$0	\$0	\$145,742	0	\$728,707	INCREASE FUNDING
12846.18	VARIOUS PROJECTS (RAIL)	2018	CAPITAL	\$12,800,000	\$0	\$0	\$3,200,000	0	\$16,000,000	NO CHANGE
<b>TOTAL:</b>				<b>\$50,706,480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,676,621</b>	<b>0</b>	<b>\$63,383,101</b>	

# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0107

**Request:** REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Currently Approved:**

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>
12104.18	BUS TRANSIT ENHANCEMENTS	2018	CAPITAL	\$44,552	\$0	\$0	\$11,138	0	\$55,690
12354.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2018	CAPITAL	\$44,552	\$0	\$0	\$11,138	0	\$55,690
12356.18	ADA PARATRANSIT SERVICE	2018	CAPITAL	\$375,000	\$0	\$0	\$93,750	0	\$468,750
12465.18	OPERATING ASSISTANCE	2018	OPERATING	\$375,000	\$0	\$0	\$375,000	0	\$750,000
12534.18	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$1,205,000	\$0	\$0	\$301,250	0	\$1,506,250
12535.18	RAIL PREVENTIVE MAINTENANCE	2018	CAPITAL	\$2,411,063	\$0	\$0	\$602,766	0	\$3,013,829
<b>TOTAL:</b>				<b>\$4,455,167</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,395,042</b>	<b>0</b>	<b>\$5,850,209</b>

**Revision Requested:**

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>
12104.18	BUS TRANSIT ENHANCEMENTS	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12354.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$63,745	\$0	\$0	\$15,937	0	\$79,682	INCREASE FUNDING
12356.18	ADA PARATRANSIT SERVICE	2019	CAPITAL	\$700,000	\$0	\$0	\$175,000	0	\$875,000	INCREASE FUNDING
12416.18	SYSTEM PREVENTIVE MAINTENANCE	2019	CAPITAL	\$2,483,187	\$0	\$0	\$620,797	0	\$3,103,984	ADD PROJECT
12465.18	OPERATING ASSISTANCE	2019	OPERATING	\$3,000,000	\$0	\$0	\$3,000,000	0	\$6,000,000	INCREASE FUNDING
12534.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12535.18	RAIL PREVENTIVE MAINTENANCE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$6,246,932</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,811,734</b>	<b>0</b>	<b>\$10,058,666</b>	



# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0108

**Request:** REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Currently Approved:**

			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12033.18	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$11,203,269	\$0	\$0	\$2,800,818	0	\$14,004,087
12034.18	BUS TRANSIT ENHANCEMENTS	2018	CAPITAL	\$182,935	\$0	\$0	\$45,734	0	\$228,669
12390.18	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$3,403,000	\$0	\$0	\$600,530	0	\$4,003,530
12549.18	ADA PARATRANSIT SERVICE	2018	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000
<b>TOTAL:</b>				<b>\$15,989,204</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,747,082</b>	<b>0</b>	<b>\$19,736,286</b>

**Revision Requested:**

			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12033.18	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12034.18	BUS TRANSIT ENHANCEMENTS	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12038.18	SYSTEM PREVENTIVE MAINTENANCE	2019	CAPITAL	\$13,070,687	\$0	\$0	\$3,267,672	0	\$16,338,359	ADD PROJECT
12390.18	PURCHASE REPLACEMENT VEHICLES	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12549.18	ADA PARATRANSIT SERVICE	2018	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000	NO CHANGE
12732.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$199,957	\$0	\$0	\$49,990	0	\$249,947	ADD PROJECT
12869.18	ASSOCIATED TRANSIT IMPROVEMENTS	2019	CAPITAL	\$182,935	\$0	\$0	\$45,734	0	\$228,669	ADD PROJECT
<b>TOTAL:</b>				<b>\$14,653,579</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,663,396</b>	<b>0</b>	<b>\$18,316,975</b>	

# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** GRAND CONNECTION

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0109

**Request:** CHANGE AGENCY NAME TO CITY OF GRAND PRAIRIE; REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 115,388 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12538.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$494,049	\$0	\$0	\$123,513	0	\$617,562		
<b>TOTAL:</b>				<b>\$494,049</b>	<b>\$0</b>	<b>\$0</b>	<b>\$123,513</b>	<b>0</b>	<b>\$617,562</b>		
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>	
12003.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$463,250	\$0	\$0	\$0	69,488	\$463,250	ADD PROJECT (MPO TDCs)	
12006.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$187,000	\$0	\$0	\$0	37,400	\$187,000	ADD PROJECT (MPO TDCs)	
12538.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12828.18	ACQUISITION OF HARDWARE	2019	CAPITAL	\$27,000	\$0	\$0	\$0	5,400	\$27,000	ADD PROJECT (MPO TDCs)	
12862.18	ACQUISITION OF SOFTWARE	2019	CAPITAL	\$15,500	\$0	\$0	\$0	3,100	\$15,500	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$692,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>115,388</b>	<b>\$692,750</b>		

**Implementing Agency:** CITY OF MCKINNEY

**Apportionment Year:** FY2016 PROGRAM OF PROJECTS

**Modification #:** 2019-0110

**Request:** REFINE FY2016 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** MCKINNEY

**Comment:** NOTE: 364,900 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12823.16	OPERATING ASSISTANCE	2017	OPERATING	\$1,335,681	\$312,000	\$0	\$1,023,681	0	\$2,671,362		
12824.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$1,300,000	\$0	\$0	\$0	260,000	\$1,300,000		
<b>TOTAL:</b>				<b>\$2,635,681</b>	<b>\$312,000</b>	<b>\$0</b>	<b>\$1,023,681</b>	<b>260,000</b>	<b>\$3,971,362</b>		
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>	
12662.16	PURCHASE EXPANSION VEHICLES	2019	CAPITAL	\$566,000	\$0	\$0	\$0	84,900	\$566,000	ADD PROJECT (MPO TDCs)	
12823.16	OPERATING ASSISTANCE	2019	OPERATING	\$1,969,681	\$312,000	\$0	\$1,657,681	0	\$3,939,362	INCREASE FUNDING	
12824.16	SUPPORT URBANIZED AREA TRANSIT SERVICE	2017	CAPITAL	\$1,300,000	\$0	\$0	\$0	260,000	\$1,300,000	NO CHANGE	
12866.16	PREVENTIVE MAINTENANCE	2019	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT (MPO TDCs)	
12867.16	MOBILITY MANAGEMENT	2019	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$3,935,681</b>	<b>\$312,000</b>	<b>\$0</b>	<b>\$1,657,681</b>	<b>364,900</b>	<b>\$5,905,362</b>		

# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY OF MCKINNEY

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2019-0111

**Request:** REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** MCKINNEY

**Comment:** NOTE: 40,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12823.17	OPERATING ASSISTANCE	2018	OPERATING	\$1,339,633	\$312,000	\$0	\$1,027,633	0	\$2,679,266	
12824.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$1,339,632	\$0	\$0	\$0	267,927	\$1,339,632	
<b>TOTAL:</b>				<b>\$2,679,265</b>	<b>\$312,000</b>	<b>\$0</b>	<b>\$1,027,633</b>	<b>267,927</b>	<b>\$4,018,898</b>	

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED BY PROJECT</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12823.17	OPERATING ASSISTANCE	2019	OPERATING	\$2,479,265	\$312,000	\$0	\$2,167,265	0	\$4,958,530		INCREASE FUNDING
12824.17	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0		DELETE PROJECT
12866.17	PREVENTIVE MAINTENANCE	2019	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000		ADD PROJECT (MPO TDCs)
12867.17	MOBILITY MANAGEMENT	2019	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000		ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$2,679,265</b>	<b>\$312,000</b>	<b>\$0</b>	<b>\$2,167,265</b>	<b>40,000</b>	<b>\$5,158,530</b>		

**Implementing Agency:** CITY OF MCKINNEY

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0112

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** MCKINNEY

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED BY PROJECT</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12823.18	OPERATING ASSISTANCE	2019	OPERATING	\$2,944,216	\$459,079	\$0	\$2,485,137	0	\$5,888,432		ADD PROJECT
<b>TOTAL:</b>				<b>\$2,944,216</b>	<b>\$459,079</b>	<b>\$0</b>	<b>\$2,485,137</b>	<b>0</b>	<b>\$5,888,432</b>		

# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** MESQUITE TRANSPORTATION FOR THE ELDERLY AND DISABLED

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0113

**Request:** CHANGE AGENCY NAME TO CITY OF MESQUITE; REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 52,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12540.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$460,000	\$0	\$0	\$115,000	0	\$575,000	
			<b>TOTAL:</b>	<b>\$460,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$115,000</b>	<b>0</b>	<b>\$575,000</b>	
<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12013.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$620,000	\$0	\$0	\$620,000	0	\$1,240,000	ADD PROJECT
12540.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12701.18	ACQUISITION OF SOFTWARE	2019	CAPITAL	\$190,000	\$0	\$0	\$0	38,000	\$190,000	ADD PROJECT (MPO TDCs)
12864.18	OPERATING ASSISTANCE - JARC - MESQUITE SERVICE	2019	OPERATING	\$100,000	\$0	\$0	\$100,000	0	\$200,000	ADD PROJECT
12865.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$72,000	\$0	\$0	\$0	14,400	\$72,000	ADD PROJECT (MPO TDCs)
			<b>TOTAL:</b>	<b>\$982,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$720,000</b>	<b>52,400</b>	<b>\$1,702,000</b>	

# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0114

**Request:** REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 390,796 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12541.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$45,733	\$0	\$0	\$11,434	0	\$57,167	
12542.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$130,165	\$0	\$0	\$32,542	0	\$162,707	
<b>TOTAL:</b>				<b>\$175,898</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,976</b>	<b>0</b>	<b>\$219,874</b>	

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12206.18	PROJECT ADMINISTRATION	2019	CAPITAL	\$392,787	\$0	\$0	\$0	78,558	\$392,787	ADD PROJECT (MPO TDCs)
12541.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2019	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12542.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2019	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12576.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$1,057,864	\$0	\$0	\$0	158,680	\$1,057,864	ADD PROJECT (MPO TDCs)
12813.18	GENERAL PLANNING	2019	PLANNING	\$100,000	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT (MPO TDCs)
12863.18	ACQUISITION OF SIGNAGE	2019	CAPITAL	\$275,000	\$0	\$0	\$0	55,000	\$275,000	ADD PROJECT (MPO TDCs)
12870.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$392,787	\$0	\$0	\$0	78,558	\$392,787	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$2,218,438</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>390,796</b>	<b>\$2,218,438</b>	

**Implementing Agency:** NORTHEAST TRANSPORTATION SERVICES

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0115

**Request:** REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12543.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	OPERATING	\$80,000	\$0	\$0	\$20,000	0	\$100,000	
<b>TOTAL:</b>				<b>\$80,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>	<b>0</b>	<b>\$100,000</b>	

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12543.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12600.18	CAPITAL COST OF CONTRACTING	2019	CAPITAL	\$320,000	\$0	\$0	\$0	64,000	\$320,000	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>64,000</b>	<b>\$320,000</b>	

# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** PUBLIC TRANSIT SERVICES

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0116

**Request:** REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 28,800 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12544.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$862,400	\$0	\$0	\$215,600	0	\$1,078,000
<b>TOTAL:</b>				<b>\$862,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$215,600</b>	<b>0</b>	<b>\$1,078,000</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12122.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$26,000	\$0	\$0	\$0	5,200	\$26,000	ADD PROJECT (MPO TDCs)
12246.18	OPERATING ASSISTANCE	2019	OPERATING	\$87,224	\$0	\$0	\$87,224	0	\$174,448	ADD PROJECT
12247.18	PROJECT ADMINISTRATION	2019	CAPITAL	\$26,000	\$0	\$0	\$0	5,200	\$26,000	ADD PROJECT (MPO TDCs)
12544.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12664.18	ACQUISITION OF HARDWARE	2019	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000	ADD PROJECT (MPO TDCs)
12666.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$72,000	\$0	\$0	\$0	14,400	\$72,000	ADD PROJECT (MPO TDCs)
12667.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$70,000	\$0	\$0	\$70,000	0	\$140,000	ADD PROJECT
<b>TOTAL:</b>				<b>\$301,224</b>	<b>\$0</b>	<b>\$0</b>	<b>\$157,224</b>	<b>28,800</b>	<b>\$458,448</b>	

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0117

**Request:** REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 75,400 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12545.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$650,000	\$0	\$0	\$162,500	0	\$812,500
<b>TOTAL:</b>				<b>\$650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$162,500</b>	<b>0</b>	<b>\$812,500</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12150.18	OPERATING ASSISTANCE	2019	OPERATING	\$250,367	\$0	\$0	\$250,367	0	\$500,734	ADD PROJECT
12372.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$265,000	\$0	\$0	\$0	53,000	\$265,000	ADD PROJECT (MPO TDCs)
12545.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12711.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$112,000	\$0	\$0	\$0	22,400	\$112,000	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$627,367</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,367</b>	<b>75,400</b>	<b>\$877,734</b>	

# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** STAR TRANSIT

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0118

**Request:** REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 315,253 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12509.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$99,374	\$0	\$0	\$24,844	0	\$124,218	
<b>TOTAL:</b>				<b>\$99,374</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,844</b>	<b>0</b>	<b>\$124,218</b>	

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12151.18	OPERATING ASSISTANCE	2019	OPERATING	\$940,604	\$0	\$0	\$940,604	0	\$1,881,208	ADD PROJECT	
12241.18	PROJECT ADMINISTRATION	2019	CAPITAL	\$108,953	\$0	\$0	\$0	21,791	\$108,953	ADD PROJECT (MPO TDCs)	
12483.18	ACQUISITION OF HARDWARE	2019	CAPITAL	\$27,100	\$0	\$0	\$0	5,420	\$27,100	ADD PROJECT (MPO TDCs)	
12484.18	ACQUISITION OF SOFTWARE	2019	CAPITAL	\$74,000	\$0	\$0	\$0	14,800	\$74,000	ADD PROJECT (MPO TDCs)	
12509.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12627.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$415,905	\$0	\$0	\$0	83,181	\$415,905	ADD PROJECT (MPO TDC)	
12716.18	ACQUISITION OF SIGNAGE	2019	CAPITAL	\$30,000	\$0	\$0	\$0	6,000	\$30,000	ADD PROJECT (MPO TDC)	
12717.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$870,303	\$0	\$0	\$0	174,061	\$870,303	ADD PROJECT (MPO TDCs)	
12741.18	OPERATING ASSISTANCE-JARC	2019	OPERATING	\$138,000	\$0	\$0	\$138,000	0	\$276,000	ADD PROJECT	
12833.18	ACQUISITION OF BUS SHELTERS	2019	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$2,654,865</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,078,604</b>	<b>315,253</b>	<b>\$3,733,469</b>		

**Implementing Agency:** CITY/COUNTY TRANSPORTATION

**Apportionment Year:** FY2016 PROGRAM OF PROJECTS

**Modification #:** 2019-0119

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12797.16	OPERATING ASSISTANCE	2019	OPERATING	\$16,200	\$0	\$0	\$16,200	0	\$32,400	ADD PROJECT	
<b>TOTAL:</b>				<b>\$16,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,200</b>	<b>0</b>	<b>\$32,400</b>		

# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** GRAND CONNECTION

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0121

**Request:** CHANGE AGENCY NAME TO CITY OF GRAND PRAIRIE; DECREASE STATE FUNDING BY \$18,091 AND INCREASE LOCAL FUNDING BY \$18,091 FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$524,000 SECTION 5310 (\$262,000 FEDERAL, \$17,584 STATE, AND \$244,416 LOCAL)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5310 FUNDS

**Currently Approved:**

			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12650.18	OPERATING ASSISTANCE	2018	OPERATING	\$262,000	\$35,675	\$0	\$226,325	0	\$524,000
			<b>TOTAL:</b>	<b>\$262,000</b>	<b>\$35,675</b>	<b>\$0</b>	<b>\$226,325</b>	<b>0</b>	<b>\$524,000</b>

**Revision Requested:**

			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12650.18	OPERATING ASSISTANCE	2018	OPERATING	\$262,000	\$17,584	\$0	\$244,416	0	\$524,000	INCREASE LOCAL SHARE & DECREASE STATE SHARE
			<b>TOTAL:</b>	<b>\$262,000</b>	<b>\$17,584</b>	<b>\$0</b>	<b>\$244,416</b>	<b>0</b>	<b>\$524,000</b>	

**Implementing Agency:** MESQUITE TRANSPORTATION FOR THE ELDERLY AND DISABLED

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0122

**Request:** DELETE PROJECT

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5310 FUNDS

**Currently Approved:**

			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12652.18	OPERATING ASSISTANCE	2018	OPERATING	\$250,000	\$0	\$0	\$250,000	0	\$500,000
			<b>TOTAL:</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>0</b>	<b>\$500,000</b>

**Revision Requested:**

			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12652.18	OPERATING ASSISTANCE	2018	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
			<b>TOTAL:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	



# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0123

**Request:** REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12644.18	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2018	CAPITAL	\$1,279,523	\$0	\$0	\$319,881	0	\$1,599,404		
12678.18	PROGRAM ADMINISTRATION	2018	CAPITAL	\$220,428	\$0	\$0	\$0	0	\$220,428		
<b>TOTAL:</b>				<b>\$1,499,951</b>	<b>\$0</b>	<b>\$0</b>	<b>\$319,881</b>	<b>0</b>	<b>\$1,819,832</b>		
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12644.18	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2019	CAPITAL	\$1,787,203	\$0	\$0	\$446,801	0	\$2,234,004	INCREASE FUNDING	
12678.18	PROGRAM ADMINISTRATION	2019	CAPITAL	\$354,031	\$0	\$0	\$0	0	\$354,031	INCREASE FUNDING	
<b>TOTAL:</b>				<b>\$2,141,234</b>	<b>\$0</b>	<b>\$0</b>	<b>\$446,801</b>	<b>0</b>	<b>\$2,588,035</b>		

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0124

**Request:** REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12646.18	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2018	CAPITAL	\$110,661	\$0	\$0	\$27,666	0	\$138,327		
12677.18	PROGRAM ADMINISTRATION	2018	CAPITAL	\$20,120	\$0	\$0	\$0	0	\$20,120		
<b>TOTAL:</b>				<b>\$130,781</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,666</b>	<b>0</b>	<b>\$158,447</b>		
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12646.18	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2019	CAPITAL	\$197,647	\$0	\$0	\$49,412	0	\$247,059	INCREASE FUNDING	
12677.18	PROGRAM ADMINISTRATION	2019	CAPITAL	\$21,961	\$0	\$0	\$0	0	\$21,961	INCREASE FUNDING	
<b>TOTAL:</b>				<b>\$219,608</b>	<b>\$0</b>	<b>\$0</b>	<b>\$49,412</b>	<b>0</b>	<b>\$269,020</b>		

# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTHEAST TRANSPORTATION SERVICES

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0125

**Request:** DECREASE LOCAL SHARE BY \$104,000 AND ADD 83,200 TDC (MPO) FOR A REVISED TOTAL OF \$416,000 SECTION 5310 (\$416,000 FEDERAL AND 83,200 REGIONAL TDC [MPO]); ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 83,200 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

**Currently Approved:**

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12653.18	PURCHASE OF SERVICE	2018	CAPITAL	\$416,000	\$0	\$0	\$104,000	0	\$520,000
			<b>TOTAL:</b>	<b>\$416,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$104,000</b>	<b>0</b>	<b>\$520,000</b>

**Revision Requested:**

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12653.18	PURCHASE OF SERVICE	2019	CAPITAL	\$416,000	\$0	\$0	\$0	83,200	\$416,000	REDUCE FUNDING & ADD MPO TDCs
			<b>TOTAL:</b>	<b>\$416,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>83,200</b>	<b>\$416,000</b>	

**Implementing Agency:** PUBLIC TRANSIT SERVICES

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0126

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 7,200 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

**Revision Requested:**

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12654.18	PURCHASE OF SERVICE	2019	CAPITAL	\$36,000	\$0	\$0	\$0	7,200	\$36,000	ADD PROJECT (MPO TDCs)
			<b>TOTAL:</b>	<b>\$36,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>7,200</b>	<b>\$36,000</b>	

**Implementing Agency:** STAR TRANSIT

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0127

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5310 FUNDS

**Revision Requested:**

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12704.18	PURCHASE OF SERVICE	2019	CAPITAL	\$485,072	\$0	\$0	\$121,268	0	\$606,340	ADD PROJECT
			<b>TOTAL:</b>	<b>\$485,072</b>	<b>\$0</b>	<b>\$0</b>	<b>\$121,268</b>	<b>0</b>	<b>\$606,340</b>	

# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0128

**Request:** INCREASE FUNDING BY \$7,872,117 SECTION 5337 (\$6,297,964 FEDERAL AND \$1,574,423 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$30,827,690 SECTION 5337 (\$24,662,152 FEDERAL AND \$6,165,538 LOCAL) IN FY2019; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5337 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12471.18	RAIL PREVENTIVE MAINTENANCE	2018	CAPITAL	\$18,364,458	\$0	\$0	\$4,591,115	0	\$22,955,573	
			<b>TOTAL:</b>	<b>\$18,364,458</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,591,115</b>	<b>0</b>	<b>\$22,955,573</b>	
<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12471.18	RAIL PREVENTIVE MAINTENANCE	2019	CAPITAL	\$24,662,152	\$0	\$0	\$6,165,538	0	\$30,827,690	INCREASE FUNDING
			<b>TOTAL:</b>	<b>\$24,662,152</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,165,538</b>	<b>0</b>	<b>\$30,827,690</b>	

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0129

**Request:** INCREASE FUNDING BY \$1,238,354 SECTION 5337 (\$990,683 FEDERAL AND \$247,671 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$4,417,529 SECTION 5337 (\$3,534,023 FEDERAL AND \$883,506 LOCAL) IN FY2019; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5337 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12462.18	RAIL PREVENTIVE MAINTENANCE	2018	CAPITAL	\$2,543,340	\$0	\$0	\$635,835	0	\$3,179,175	
			<b>TOTAL:</b>	<b>\$2,543,340</b>	<b>\$0</b>	<b>\$0</b>	<b>\$635,835</b>	<b>0</b>	<b>\$3,179,175</b>	
<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12462.18	RAIL PREVENTIVE MAINTENANCE	2019	CAPITAL	\$3,534,023	\$0	\$0	\$883,506	0	\$4,417,529	INCREASE FUNDING
			<b>TOTAL:</b>	<b>\$3,534,023</b>	<b>\$0</b>	<b>\$0</b>	<b>\$883,506</b>	<b>0</b>	<b>\$4,417,529</b>	

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0130

**Request:** INCREASE FUNDING BY \$5,100,186 SECTION 5339 (\$4,335,158 FEDERAL AND \$765,028 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$6,100,186 SECTION 5339 (\$5,185,158 FEDERAL AND \$915,028 LOCAL) IN FY2019

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12853.18	PURCHASE EXPANSION VEHICLES	2019	CAPITAL	\$850,000	\$0	\$0	\$150,000	0	\$1,000,000	
			<b>TOTAL:</b>	<b>\$850,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>0</b>	<b>\$1,000,000</b>	
<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12853.18	PURCHASE EXPANSION VEHICLES	2019	CAPITAL	\$5,185,158	\$0	\$0	\$915,028	0	\$6,100,186	INCREASE FUNDING
			<b>TOTAL:</b>	<b>\$5,185,158</b>	<b>\$0</b>	<b>\$0</b>	<b>\$915,028</b>	<b>0</b>	<b>\$6,100,186</b>	

# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0131

**Request:** INCREASE FUNDING BY \$573,008 SECTION 5339 (\$487,056 FEDERAL AND \$85,952 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$673,008 SECTION 5339 (\$572,056 FEDERAL AND \$100,952 LOCAL) IN FY2019

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12726.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$85,000	\$0	\$0	\$15,000	0	\$100,000		
<b>TOTAL:</b>				<b>\$85,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>	<b>0</b>	<b>\$100,000</b>		
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>	
12726.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$572,056	\$0	\$0	\$100,952	0	\$673,008	INCREASE FUNDING	
<b>TOTAL:</b>				<b>\$572,056</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,952</b>	<b>0</b>	<b>\$673,008</b>		

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0132

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Comment:** NOTE: 525,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>	
12868.18	CONSTRUCTION OF MAINTENANCE FACILITY	2019	CAPITAL	\$2,625,000	\$0	\$0	\$0	525,000	\$2,625,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$2,625,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>525,000</b>	<b>\$2,625,000</b>		

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0133

**Request:** INCREASE FUNDING BY \$2,114,075 SECTION 5339 (\$1,796,963 FEDERAL AND \$317,112 LOCAL) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$2,514,075 SECTION 5339 (\$2,136,963 FEDERAL AND \$377,112 LOCAL) IN FY2019

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12728.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$340,000	\$0	\$0	\$60,000	0	\$400,000		
<b>TOTAL:</b>				<b>\$340,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$60,000</b>	<b>0</b>	<b>\$400,000</b>		
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>	
12728.18	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$2,136,963	\$0	\$0	\$377,112	0	\$2,514,075	INCREASE FUNDING	
<b>TOTAL:</b>				<b>\$2,136,963</b>	<b>\$0</b>	<b>\$0</b>	<b>\$377,112</b>	<b>0</b>	<b>\$2,514,075</b>		

# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0134

**Request:** REFINE FY2018 PROGRAM OF PROJECT AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 92,004 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12698.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$6,123,132	\$0	\$0	\$1,530,783	0	\$7,653,915	
<b>TOTAL:</b>				<b>\$6,123,132</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,530,783</b>	<b>0</b>	<b>\$7,653,915</b>	
<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12698.18	SUPPORT URBANIZED AREA TRANSIT SERVICE	2018	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12796.18	PURCHASE EXPANSION VEHICLES	2019	CAPITAL	\$613,355	\$0	\$0	\$0	92,004	\$613,355	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$613,355</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>92,004</b>	<b>\$613,355</b>	

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0135

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5309 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12804.18	TEXRAIL COMMUTER RAIL	2019	CAPITAL	\$100,000,000	\$0	\$0	\$100,000,000	0	\$200,000,000	ADD PROJECT
<b>TOTAL:</b>				<b>\$100,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000,000</b>	<b>0</b>	<b>\$200,000,000</b>	

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0136

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5309 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12804.19	TEXRAIL COMMUTER RAIL	2020	CAPITAL	\$100,000,000	\$0	\$0	\$100,000,000	0	\$200,000,000	ADD PROJECT
<b>TOTAL:</b>				<b>\$100,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000,000</b>	<b>0</b>	<b>\$200,000,000</b>	

# PROPOSED NOVEMBER 2018 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2019-0137

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5309 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12804.20	TEXRAIL COMMUTER RAIL	2021	CAPITAL	\$45,390,221	\$0	\$0	\$45,390,221	0	\$90,780,442	ADD PROJECT
<b>TOTAL:</b>			<b>\$45,390,221</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,390,221</b>	<b>0</b>	<b>\$90,780,442</b>		

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0138

**Request:** DECREASE LOCAL SHARE BY \$50,000 AND ADD 40,000 TDC (MPO) FOR A REVISED TOTAL OF \$200,000 (\$200,000 FEDERAL AND 40,000 REGIONAL TDC [MPO])

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 40,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12649.18	PURCHASE OF SERVICE	2019	CAPITAL	\$200,000	\$0	\$0	\$50,000	0	\$250,000	
<b>TOTAL:</b>			<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>0</b>	<b>\$250,000</b>		

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12649.18	PURCHASE OF SERVICE	2019	CAPITAL	\$200,000	\$0	\$0	\$0	40,000	\$200,000	REDUCE LOCAL SHARE AND ADD MPO TDCs
<b>TOTAL:</b>			<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>40,000</b>	<b>\$200,000</b>	



## North Central Texas Council of Governments

TO: Surface Transportation Technical Committee

DATE: September 21, 2018

FROM: Vickie Alexander  
Program ManagerSUBJECT: Modifications to the FY2018 and FY2019 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2018 and FY2019 UPWP identifies the activities to be carried out between October 1, 2017, and September 30, 2019.

Listed below, and in the following attachment, is the fifth set of proposed modifications to the FY2018 and FY2019 UPWP. Included in these amendments are new initiatives, project updates and funding adjustments. The proposed modifications were presented at the September 10, 11 and 19, 2018, public meetings. Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting.

**Transportation Planning Fund (TPF) Modifications**

As a result of NCTCOG's FY2019 budget development, funding adjustments to Transportation Planning Fund projects are being proposed to reflect a reallocation of resources for FY2019. These changes are highlighted in the table below.

**FY2018 and FY2019 Allocation of Transportation Planning Funds**

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
1.01	Community Outreach	\$2,889,500	\$3,015,100	\$125,600
1.02	Program and Policy Administration	\$522,100	\$655,300	\$133,200
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Administration and Application Coordination	\$1,110,000	\$1,119,800	\$9,800
	<b>Subtask 1 - Administration and Management</b>	<b>\$4,521,600</b>	<b>\$4,790,200</b>	<b>\$268,600</b>

**FY2018 and FY2019 Allocation of Transportation Planning Funds (continued)**

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
2.01	Travel Forecasting Support	\$2,136,200	\$2,099,500	(\$36,700)
2.02	Transportation Data Management	\$398,800	\$420,600	\$21,800
2.03	Demographic Data and Forecasts	\$1,033,600	\$1,030,800	(\$2,800)
	<b>Subtask 2 - Transportation Data Development and Maintenance</b>	<b>\$3,568,600</b>	<b>\$3,550,900</b>	<b>(\$17,700)</b>
3.01	Transportation Project Programming	\$2,393,700	\$2,408,700	\$15,000
3.02	Regional Air Quality Planning	\$1,036,100	\$1,035,100	(\$1,000)
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Transportation and Air Quality Communications	\$0	\$0	\$0
3.05	Public Transportation Planning and Management Studies	\$2,988,300	\$2,721,100	(\$267,200)
3.06	Transit Operations	\$0	\$0	\$0
	<b>Subtask 3 - Short-range Planning and Programming, and Air Quality and Transit Operations</b>	<b>\$6,418,100</b>	<b>\$6,164,900</b>	<b>(\$253,200)</b>
4.01	Metropolitan Transportation Planning	\$2,623,700	\$2,265,300	(\$358,400)
4.02	Coordination of Transportation and Environmental Planning Processes	\$223,200	\$463,400	\$240,200
4.03	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$132,700	\$263,400	\$130,700
4.04	Performance-Based Planning and Coordination	\$84,200	\$85,900	\$1,700
	<b>Subtask 4 - Metropolitan Transportation Plan</b>	<b>\$3,063,800</b>	<b>\$3,078,000</b>	<b>\$14,200</b>
5.01	Regional Transportation Studies	\$1,041,700	\$1,027,300	(\$14,400)
5.02	Subarea Studies and Local Government Assistance	\$1,097,900	\$1,068,300	(\$29,600)
5.03	Land-Use/Transportation Initiatives	\$641,500	\$816,500	\$175,000
5.04	Capital and Operational Asset Management System	\$372,300	\$339,200	(\$33,100)



**FY2018 and FY2019 Allocation of Transportation Planning Funds (continued)**

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
5.05	Congestion Management Planning and Operations	\$824,700	\$858,000	\$33,300
5.06	Regional Freight Planning	\$10,000	\$171,000	\$161,000
5.07	Transportation System Security and Emergency Preparedness	\$53,200	\$53,600	\$400
5.08	Roadway and Railroad Safety	\$610,700	\$697,700	\$87,000
5.09	Regional Aviation Planning and Education	\$234,000	\$192,000	(\$42,000)
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Automated Vehicle Technology	\$483,500	\$554,400	\$70,900
	<b>Subtask 5 - Special Studies and System Operations</b>	<b>\$5,369,500</b>	<b>\$5,778,000</b>	<b>\$408,500</b>
	<b>Funding Totals</b>	<b>\$22,941,600</b>	<b>\$23,362,000</b>	<b>\$420,400</b>

**Other Funding Source Budget Modifications**

In addition to the adjustments proposed above for Transportation Planning Funds, adjustments are also proposed to other funding sources as a result of NCTCOG's FY2019 budget process. Affected funding sources include Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Texas Department of Transportation (TxDOT), Regional Toll Revenue (RTR), and local funds. The adjustments by funding source are included in the table below, as well as the associated Unified Planning Work Program Subtasks.

**Non-TPF FY2019 Budget Adjustments**

<b>Funding Source</b>	<b>Amount</b>	<b>UPWP Subtasks</b>
Local	\$545,050	2.02, 3.03, 3.05, 4.02, 5.01, 5.03, 5.05, 5.06, 5.08, 5.11
CMAQ	\$5,275,500	3.03, 5.03, 5.05
EPA	\$16,200	3.03
FHWA	\$44,400	2.01, 4.02, 5.03
FTA	\$360,600	5.03
RTR	\$3,331,500	1.03, 3.01, 4.02, 5.01, 5.05
STBG	\$1,057,100	1.02, 2.01, 3.03, 3.04, 5.01, 5.03, 5.05, 5.08
TxDOT	\$274,400	5.04, 5.05, 5.08

**Other Transportation Planning Fund (TPF) Modifications**

- 1.01 Community Outreach – Public Involvement, Publications, and Legislative Support (update text to reflect the addition of outreach activities to the business community)
- 1.04 Computer System Administration and Application Coordination – Computer Resource Management and Equipment Purchases (update Exhibit II-1 to include web-based traffic count reporting software)
- 2.02 Transportation Data Management – Collection of Traffic Data (delete project; work is included in Subtask 5.05, Congestion Management Planning and Operations, Transportation System Management and Operations, and Subtask 5.06, Regional Freight Planning, utilizing Surface Transportation Block Grant Program funds)
- 2.02 Transportation Data Management – Integration of Data (add \$30,000 TPF and update text to incorporate web-based traffic count reporting) (dollars are included in TPF budget table above)
- 2.03 Demographic Data and Forecasts – Participant Statistical Area Program (add project to define Census statistical geographies in preparation for the 2020 Census)
- 5.02 Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (update text to add Ellis County Thoroughfare Plan as a Category 2 project for technical assistance)

- 5.03 Land-use/Transportation Initiatives – Sustainable Development Initiatives (add \$65,000 TPF to continue work activities in FY2019 on a regional program for coordination on school siting, safety, and communication between schools and local governments; and update text to incorporate the initiative. Surface Transportation Block Grant Program [STBG] funding was previously approved by the Regional Transportation Council; a change in funding source is proposed.) (dollars are included in TPF budget table above)
- 5.06 Regional Freight Planning (add \$161,000 TPF to support planning activities related to the movement of freight within the region and update text to identify which activities will be carried out with these funds vs. other funding sources in the Subtask) (dollars are included in TPF budget table above)

Appendix G Public Participation Plan (include revised Public Participation Plan upon adoption by the Regional Transportation Council)

#### **Other Funding Source Modifications**

- 3.03 Air Quality Management and Operations – Partnerships and Collaborations (add \$62,500 Department of Energy [DOE] funds and update text to reflect technical assistance to local governments to help improve energy management efforts, in collaboration with NCTCOG's Environment and Development Department)
- 4.01 Metropolitan Transportation Planning – Strategic Highway Research Program 2 (SHRP2) Performance Target Setting Collaboration (add project and remaining \$40,000 Federal Highway Administration funds from FY2017 effort for additional work on the performance target setting collaboration initiative as part of the metropolitan transportation planning process)
- 5.01 Regional Transportation Studies – High Speed Passenger Technology (remove \$300,000 STBG funds and \$200,000 local funds previously approved by the Regional Transportation Council for the conceptual feasibility study for high-speed passenger technology between Fort Worth and Laredo and replace with \$500,000 Regional Transportation Council Local funds as the funding source for this initiative)
- 5.03 Land-use/Transportation Initiatives – Sustainable Development Initiatives (remove \$65,000 STBG funds and Transportation Development Credits as funding match for continued work on a regional program for coordination on school siting, safety, and communication between schools and local governments. Funding source changing to Transportation Planning Funds as noted above)
- 5.03 Land-use/Transportation Initiatives – Bicycle and Pedestrian Engineering – Bomber Spur Regional Veloweb Shared-use Path in Fort Worth (add project and \$160,000 Surface Transportation Block Grant Program funds and \$40,000 local funds for engineering activities and environmental summary)

**The following modifications have previously been approved by the Regional Transportation Council and/or NCTCOG Executive Board, or are already included in the Transportation Improvement Program and are now being incorporated into the Unified Planning Work Program:**

**Other Funding Source Modifications**

- 3.03 Air Quality Management and Operations – Partnerships and Collaborations (add \$14,400 DOE funds to support an intern under the Clean Cities University Workforce Development Program for the 2018-2019 school year)
- 3.05 Public Transportation Planning and Management Studies – Regional Transit Planning Assistance (add project and \$350,000 Federal Transit Administration 5307 funds, \$500,000 Regional Toll Revenue funds, and \$1,150,000 Surface Transportation Block Grant Program funds matched with Transportation Development Credits to develop a comprehensive approach to planning and implementing transit services outside of transportation authority service areas in portions of Collin, Dallas, and Tarrant Counties)
- 4.02 Coordination of Transportation and Environmental Planning Processes – Blue-Green-Grey Silo-Busting Initiatives (add \$138,500 Regional Transportation Council Local funds and update text to include three new projects: Hightower Drive Biofiltration Rain Gardens, Retrofitting Neighborhood Commercial Green Bicycle Park, and Micro-Detention Storage System)
- 5.03 Land-use/Transportation Initiatives – Bicycle and Pedestrian Engineering – Feasibility and Alignment Study of the Southern Dallas County Regional Veloweb Shared-use Path (add project and \$240,000 Surface Transportation Block Grant Program funds and \$60,000 local funds)
- 5.08 Roadway and Railroad Safety – Railroad Crossing Coordination (update text to reflect Texas Department of Transportation funding as a source of funding match)

Please contact Tara Bassler at (817) 704-2505 or [tbassler@nctcog.org](mailto:tbassler@nctcog.org) or me at (817) 695-9242 or [valexander@nctcog.org](mailto:valexander@nctcog.org) if you have any questions or comments regarding these proposed modifications to the FY2018 and FY2019 UPWP prior to the Surface Transportation Technical Committee meeting. A recommendation will be requested at the meeting for Regional Transportation Council approval of the proposed modifications.

va  
Attachment

## AMENDMENT #5 TO THE FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM

### 1.01 Community Outreach

This annual Work Program subtask will be conducted in FY2018 and FY2019 and includes staff activities in support of NCTCOG's Transportation public involvement, outreach, and education program; monitoring of the regional transportation system performance and reliability; **business community outreach**; legislative outreach; and Internet/Intranet outreach and support improvements.

#### Public Involvement, Publications, and Legislative Support

##### *Transportation Planning Funds*

Staff will appear regularly at community **and business** events to discuss transportation and air quality matters. Efforts to ensure full and fair participation in the transportation decision-making process consistent with Title VI and Environmental Justice principles are implemented through a public participation plan. Anticipated products include:

- Regular opportunities, including public meetings, online opportunities, and listening sessions, among others, for North Texans to learn about and provide input on transportation and air quality plans, programs and policies;
- Summaries of public input provided to the Regional Transportation Council (RTC);
- Appearances at neighborhood meetings, professional association meetings, **business community/chamber of commerce meetings**, and other events;
- Dynamic outreach and communications plan to continually enhance public involvement;
- Press releases and other media relations materials;
- Department newsletters including Local Motion and Mobility Matters, among others;
- Progress North Texas state-of-the-region report and other reports and brochures;
- Contributions to agency newsletters;
- Enhanced multimedia and social media presence;
- Summaries of activity in the Legislature and Congress relating to Metropolitan Planning Organization functions;
- Legislative testimony;
- RTC state and federal legislative programs; and
- Regular updates to policy and technical committee members on legislative initiatives related to RTC priorities.

## 1.04 Computer System Administration and Application Coordination

### Computer Resource Management and Equipment Purchases

#### *Transportation Planning Funds*

#### **EXHIBIT II-1**

#### **PLANNED COMPUTER SOFTWARE AND EQUIPMENT PURCHASES/LEASES USING TRANSPORTATION PLANNING FUNDS**

<b>QUANTITY</b>	<b>DESCRIPTION</b>	<b>ESTIMATED PRICE</b>
110	Microcomputer systems (desktops, portable, tablet)	\$275,000
8	Laser printers for network group usage	\$76,000
12	High-end modeling computers	\$240,000
20	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$8,000
---	Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, digital data tapes, network cards, network cabling, warranty extensions)	\$23,000
---	Licenses to traffic simulation and assignment software packages (two "TransModeler" and one "DTA" dynamic)	\$10,000
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses	\$150,000
---	Software purchases/upgrades (for example, the current or higher versions of: SPSS and Adobe licenses), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals - Other	\$60,000
---	<b>Web-based traffic count reporting software (funding to support this purchase is included in Subtask 2.02)</b>	<b>\$30,000</b>

## 2.02 Transportation Data Management

### Collection of Traffic Data

#### *Transportation Planning Funds*

The activities of this component are associated to providing support in the collection of data considered for Subtasks 5.05 (Congestion Management) and 5.06 (Regional Freight Planning). Both subtasks require the collection of traffic counts for planning and validation of data.

The collection of traffic data for Congestion Management is required to ensure that vehicle detectors report accurate speeds and traffic counts. The data collected is used to calibrate and validate more than 500 detectors that are installed at freeway sections of the Metropolitan Planning Area. This effort involves the coordination with the Dallas and Fort Worth Texas Department of Transportation districts for the creation and maintenance of an accurate inventory of vehicle detectors.

For Regional Freight Planning, the collection of data refers to traffic counts by time of day and type of vehicle at numerous locations on freeways, arterials and collectors of the Metropolitan Planning Area. The support provided for this subtask includes assisting in the identification of the best location for the traffic counts, scheduling, and providing guidance of the best equipment to be utilized. This component will be an ongoing activity in FY2018 and FY2019. Anticipated products include:

- A geographic database of classification traffic counts; and
- Inventory of vehicle detectors and results of their calibration and validation.

### Integration of Data

#### *Transportation Planning Funds*

This component encompasses the development of methods and computer tools to facilitate and optimize the integration of the data collected by NCTCOG or provided by participating agencies. The purpose of this effort is to provide better access to the transportation data by staff, stakeholders, and the public. The datasets assembled by NCTCOG from participating agencies and cities will be transferred from their original files into spatial SQL Server databases and GIS layers. Examples of these datasets are the traffic count files from TxDOT; the travel time data that FHWA delivers as part of the National Performance Management Research Dataset (NPMRDS); and the ridership statistics, routes, and schedules compiled by regional transportation agencies. This component will be an ongoing activity in FY2018 and FY2019. Anticipated products include:

- Database for traffic counts;
- Database for speed and travel-time data;
- Geographic databases of transportation inventories; and
- Databases for several transportation performance measures; and
- **Web-based traffic count reporting (software request inventoried in Subtask 1.04).**

## 2.03 Demographic Data and Forecasts

The purpose of this subtask is to create data products and models related to land use and demographic data in the region. These products will be used for planning and transportation projects. The subtask is closely associated with Subtask 2.01 for compatibility of data. The activities related to this subtask are grouped into inventory of land-use and demographic data, ~~and~~ creation of demographic forecast, **and defining census statistical geographies.**

### Participant Statistical Area Program

#### *Transportation Planning Funds*

**As part of Census 2020 preparation, in FY2019 NCTCOG will lead a coordination effort in the NCTCOG region for defining census statistical geographies. This project includes coordinating and assisting local governments and member agencies to delineate boundaries of statistical areas such as Census Tract and Block Groups. The work also includes use of GIS software to identify the high growth areas to be redrawn and communicated back to the Census Bureau. Anticipated products include:**

- **Census Tract Geography file to be used for Census 2020; and**
- **Census Block Group Geography file to be used for Census 2020.**

## 3.03 Air Quality Management and Operations

### Partnerships and Collaborations

#### *Other Funding Sources*

This element includes participation in collaborative efforts on the local, State, and federal levels to promote or implement projects or programs that help improve air quality. New innovative partnerships may also be sought with local governments, and private and non-profit stakeholders with key connections or interest in air quality or promoting “green” initiatives, such as hospitals, hotels, utility companies, or private developers. Collaborations may also be established with entities having connections to vehicles/equipment/technologies. Staff may also provide technical assistance and develop resources to facilitate involvement and aid decision making among local governments, industry, and the public. This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, US Department of Energy funds, Regional Transportation Council Local funds, local funds, and Transportation Development Credits. NCTCOG may seek assistance from universities through the University Partnership Program for data collection and/or analysis to optimize use of funded improvements. This element is ongoing throughout FY2018 and FY2019. Anticipated products include:

- Continued partnerships with federal, State, and regional/local partners including, but not limited to, the National Association of Regional Councils (NARC) and DOE;
- Continued membership in and support of formal partnership arrangements, including the North Central Texas Stewardship Forum and EPA SmartWay Transport Partnership;



- Administration of a cooperative purchasing initiative to reduce alternative fuel vehicle costs, in conjunction with local fleets and the NARC through the Fleets for the Future project;
- Administration of the Freight Efficiency Outreach Program or similar program, in collaboration with local trucking industry representatives and other entities;
- Comments drafted and submitted on air quality regulations, projects, programs, or studies by federal, State, local, or private entities, as requested and appropriate;
- Periodic meetings and conference calls regarding various air quality initiatives;
- Innovative new partnerships with key stakeholder organizations, such as vehicle auctioneers, charities and non-profits who accept donated vehicles, hospitals and universities, vehicle rental companies, and major employers in the region;
- A website that serves as a “clearinghouse” of information regarding energy efficiency and conservation associated with air quality, transportation, and related issues;
- A report evaluating the effectiveness of various funding programs; **and**
- Continued implementation of DFW Clean Cities Coalition activities including, but not limited to, collaboration with stakeholders to identify strategies to increase use of Clean Cities approaches with regard to resiliency and emergency response efforts, hosting of meetings/trainings/workshops/webinars focused on Clean Cities initiatives (including maintenance of the DFW Clean Cities website as noted in Exhibit II-2 of Subtask 1.04), recognition and highlights of local fleet efforts, coordination of alternative fuel and electric vehicle activities associated with implementation of the Volkswagen Settlement, collaboration regarding designation of alternative fuel corridors under Section 1413 of the FAST Act, and collection/submittal of data regarding alternative fuel use in the North Central Texas region.; **and**
- **Technical assistance to local governments to help improve energy management efforts, including the monitoring of project impacts and submittal of reports, in collaboration with the NCTCOG Environment and Development Department.**

### 3.05 Public Transportation Planning and Management Studies

#### Regional Transit Planning Assistance

##### *Other Funding Sources*

Efforts will begin in FY2019 to support activities that encourage short- and long-term transit implementation planning for local governments. Activities include providing technical assistance and general planning support to local governments with transit implementation options including internal and regional connections, focus on strategic implementation, near-term implementation, increased transportation options, funding options, and private-sector involvement. Federal Transit Administration, Surface Transportation Block Grant Program, and Regional Toll Revenue funds, as well as Transportation Development Credits will support these activities. Consultant assistance may be used. Anticipated products include:

- **Planning and implementation assistance to local governments based on requested and identified needs;**

- Procurement and executed agreements for consultant assistance; and
- A report on transit implementation options in identified subregions.

#### 4.01 Metropolitan Transportation Planning

##### Strategic Highway Research Program 2 (SHRP2) Performance Target Setting Collaboration

###### *Other Funding Sources*

Building on previous work performed under this grant, during FY2018 and FY2019 this project will document the collaborative efforts between the Texas Department of Transportation (TxDOT) and NCTCOG in developing and reaching consensus on performance targets for federally required performance measures. Technical and policy committees will be engaged to review performance measure data and potential target setting processes. Using the Federal Highway Administration (FHWA) developed PlanWorks resource tool, NCTCOG will document which specific elements within PlanWorks were used to foster collaboration with TxDOT. Federal Highway Administration funds will be utilized for this project. Anticipated products include:

- Report documenting the agreed-upon targets; and
- Documentation of the collaborative process undertaken.

#### 4.02 Coordination of Transportation and Environmental Planning Processes

##### Blue-Green-Grey Silo-Busting Initiatives

###### *Other Funding Sources*

In many cases, traditional transportation planning has resulted in “silos” that cause projects to be disjointed due to lack of communication or coordination amongst planners or project champions in various disciplines. To combat this challenge, NCTCOG solicited project ideas through a “Blue-Green-Grey” initiative to identify “silo-busting” projects that focus on three elements – blue (water), green (environment), and grey (transportation infrastructure). Selected projects are expected to help develop new ideas that engage multiple disciplines and implement projects that could be further developed and replicated regionwide. Through the 2017 solicitation, three projects were selected for funding: the City of Southlake Burney Lane Biofiltration System, the City of Farmers Branch Green Bus Stop Design Guidelines, and the Dallas Area Rapid Transit Community Gardens Hatcher Station Pilot. **Through the 2018 solicitation, three projects were selected for funding: Hightower Drive Biofiltration Rain Gardens, Retrofitting Neighborhood Commercial Green Bicycle Park, and Micro-Detention Storage System.** This initiative is supported through RTC Local funds. Work will be completed during FY2018 and FY2019. Anticipated products include:

- Installation of a biofiltration system as a part of the City of Southlake Burney Lane repaving project;
- Completion of a Green Bus Stop Guidelines document for the City of Farmers Branch, along with a study of, and design for, ten existing bus stops;

- Completion of a community garden in a vacant parcel near the DART Hatcher Station; ~~and~~
- **Implementation of an eco-friendly bike parking design in the Bishop Arts District in the City of Dallas;**
- **Installation of a biofiltration system at the City of Watauga’s Hightower Drive storm drain inlets;**
- **Development of concept-level design details for implementation of a micro-detention storage system; and**
- Final reports/case studies summarizing impacts, lessons learned, and any future plans.

## 5.01 Regional Transportation Studies

### High-Speed Passenger Technology

#### *Other Funding Sources*

NCTCOG staff will provide leadership and/or support for work activities related to high- and higher-speed passenger technology within the Dallas-Fort Worth Planning Area Boundary and those areas outside the Planning Area Boundary that impact travel within the Boundary. NCTCOG work activities will be supported with Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, **Regional Transportation Council Local** funds, ~~local funds~~, and Transportation Development Credits. Efforts may include all activities associated with planning and implementation of high- or higher- speed passenger technology (i.e., rail, next-generation magnetic levitation) in the Dallas-Fort Worth region, as well as activities related to connecting the Dallas-Fort Worth region to other metropolitan areas. Consultant assistance may be used for this initiative. RTC Local funds will **also** be used to support project-related travel expenses associated with the Dallas to Fort Worth corridor.

The following products will be delivered during FY2018 and FY2019 as the result of work done on this project:

- Various maps identifying alternatives and Regional Transportation Council policies;
- Development of ridership modeling analyses for various high-speed passenger technology alignments and station locations; and
- Recommended station locations, alignments and technology.

## 5.02 Subarea Studies and Local Government Assistance

### Comprehensive Transportation Planning Studies and Technical Support

#### *Transportation Planning Funds*

Provided below is a list of ongoing and candidate projects in the Dallas-Fort Worth area which will be conducted or supported based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is divided into three categories that provide a scaled level of NCTCOG staff involvement: Category 1 – NCTCOG is conducting the

study; Category 2 – NCTCOG is providing limited analysis and data to support an external study; and Category 3 – NCTCOG is responding to small, ad hoc requests for technical assistance.

### Roadway

#### Category 2

- City of Cleburne Thoroughfare Plan
- Dallas County Major Capital Improvement Program (MCIP)
- City of Dallas Comprehensive Thoroughfare Plan Update
- Tarrant County (Mansfield/Kennedale) Business 287/Kennedale Pkwy. Corridor Study
- Dallas County Thoroughfare Plan Update
- Fort Worth Subarea Transportation Plan
- Western Tarrant County Transportation Initiative
- Hunt County Thoroughfare Plan
- East-West Connector for Dallas Fort Worth International Airport
- City of Grapevine Thoroughfare Plan Update
- City of Balch Springs Master Thoroughfare Plan Update
- City of Dallas Bishop Arts Transportation Plan
- City of Wylie Collin College Regional Transportation Study
- City of Lake Worth Thoroughfare Planning Assistance
- City of White Settlement Thoroughfare Planning Assistance
- **Ellis County Thoroughfare Plan**

## **5.03 Land-use/Transportation Initiatives**

### Sustainable Development Initiatives

#### *Transportation Planning Funds*

This subtask includes regional, subarea, corridor, and district-level planning along with technical assistance focused on the interface between transportation and land use, **including assistance with school siting**. Staff will continue work on the development and implementation of tools related to land use planning principles such as sustainable zoning practices and others, and will host training sessions and develop educational information. Staff will continue to pursue funding opportunities to expand or enhance activities. Anticipated products include:

- Technical assistance to local governments on implementing sustainable development programs and projects such as the development of unified corridor plans, land use analysis, data collection, parking technology and management education and training, form-based code review, 3D visualization services, financing strategies and tools for economic development, zoning and special district analysis, and planning to promote infill and mixed-use developments; **and**
- Online information, training, and education on topics related to Green Infrastructure, Sustainable Resource Efficiency, sustainable zoning, and other such topics to assist in growth management and land-use planning; **and**

- **Coordination between Independent School Districts and other stakeholders in FY2019 to engage in regional issues related to school siting, safe routes to school, and policy and transportation issues;**

#### *Other Funding Sources*

Utilizing Regional Transportation Council (RTC) Local funds, staff will continue developing and tracking regional performance measures related to land-use and transportation projects and will develop future funding programs for implementation. Utilizing Federal Highway Administration (FHWA) Transportation Investment Generating Economic Recovery funds, **and** RTC Local funds, ~~Surface Transportation Block Grant Program funds, and Transportation Development Credits,~~ staff will support efforts related to school siting and technical assistance. Anticipated products include:

- Funding programs and coordination on regional sustainability/livability grant initiatives;
- Development and implementation of land-use supported funding programs;
- Data collection and performance measure tracking;
- Coordination between Independent School Districts and other stakeholders to engage in regional issues related to school siting, safe routes to school, and various policy and transportation issues;
- Establishment of a regional working group;
- Coordination on growth and demographics;
- Technical assistance and best practices related to school siting, land banking, and transportation connections to schools;
- Development of Safe Routes to School plans;
- Safety and education information; and
- Training opportunities for various stakeholders.

#### Bicycle and Pedestrian Engineering

##### *Other Funding Sources*

**Staff will oversee the preliminary engineering of the Bomber Spur Regional Veloweb Shared-Use Path in Fort Worth from the intersection of SH 183 and W. Vickery Boulevard on the south to the intersection of SH 183 and Calmont Avenue on the north. Coordination efforts will include the City of Fort Worth, TxDOT, Union Pacific Railroad, and Streams & Valleys Inc. Surface Transportation Block Grant Program (STBG) and local funds will be used to support engineering activities, and STBG funds and Transportation Development Credits (TDCs) will be used for staff oversight activities. Anticipated products include:**

- **Preliminary design development schematic;**
- **Environmental summary;**
- **Estimate of probable construction cost; and**

- **Construction phasing plan.**

Staff will oversee the feasibility and alignment study of the Southern Dallas County Regional Veloweb Shared-Use Path from near the intersection of FM1382 and W. Pleasant Run Road in Cedar Hill to near the intersection of E. Pleasant Run Road and Lancaster Hutchins Road in Lancaster. Coordination efforts will include TxDOT, Dallas County, and the cities of Cedar Hill, DeSoto, Duncanville, and Lancaster. STBG and local funds will be used to support the study activities, and STBG funds and TDCs will be used for staff oversight activities. Anticipated products include:

- Preliminary design development schematic;
- Environmental summary;
- Estimate of probable construction cost by jurisdiction; and
- Construction phasing plan by jurisdiction.

## **5.06 Regional Freight Planning**

### *Transportation Planning Funds*

During FY2019, freight planning activities will be conducted based on truck, rail and air cargo movements throughout the region in support of city, county, state and federal agencies. Also, coordination between private-sector stakeholders and public-sector staff will be initiated through various initiatives and meetings. Anticipated products include:

- Quarterly Regional Freight Advisory Committee (RFAC) meetings;
- Regional Transportation Council Intermodal/Multimodal/High Speed Rail/Freight Subcommittee meetings, as needed; and
- Support to the USDOT Federal Highway Administration and Texas Department of Transportation for various projects as needed.

### *Other Funding Sources*

This subtask is ongoing throughout FY2018 and FY2019, assessing the impact of truck traffic, rail freight, and other freight movement issues within and through the DFW Region. This task includes the collection and analysis of data pertaining to freight mobility and safety. These tasks will include continued coordination with private-sector partners in the trucking, rail, and freight-forwarding businesses. Also, University Partnership Program (UPP) assistance will be utilized for supporting planning studies and analysis. Surface Transportation Block Grant Program (STBG) funds, Texas Department of Transportation, Regional Transportation Council (RTC) Local funds and Transportation Development Credits will be utilized to support this project. Consultant assistance will be used. Anticipated products include:

- ~~Quarterly Regional Freight Advisory Committee (RFAC) meetings;~~
- ~~Regional Transportation Council Intermodal/Multimodal/High Speed Rail/Freight Subcommittee meetings, as needed;~~

- ~~Support to the USDOT Federal Highway Administration and Texas Department of Transportation for various projects as needed;~~
- Monitoring of truck-lane restriction corridor conditions;
- Various reports and studies regarding freight conditions in the DFW region, including a Regional Hazardous Materials Route Study, Economic Impact Analyses and a Freight and Passenger Rail Integration Study;
- Recommended follow-up studies identified in Freight North Texas: The North Central Texas Regional Freight System Inventory, including a Land-Use Compatibility Analysis and a Data Collection Program which could include traffic counts, classification counts and surveys for the Regional Freight Model;
- Freight Mobility Plan;
- Public outreach and educational programs; and
- UPP report on Automated Vehicles and Freight Transportation Analysis.

## **5.08 Roadway and Railroad Safety**

### Railroad Crossing Coordination

#### *Other Funding Sources*

This element is ongoing throughout FY2018 and FY2019 and includes the identification, planning, and implementation of rail crossing projects throughout the DFW region. Surface Transportation Block Grant Program funds, RTC Local funds, **Texas Department of Transportation funds**, and Transportation Development Credits will be utilized to support this project. Anticipated products include:

- Maintenance of the regional banking program;
- Analysis of rail safety data to identify target areas for educational efforts;
- Public outreach and education efforts in the region; and
- Enhanced regional partnerships.

## **Appendix G Public Participation Plan**

**Include revised Public Participation Plan upon adoption by the Regional Transportation Council in November 2018.**

## VIII. Overview of Work Program Funding

### Proposed Budget

This section summarizes the budget for the FY2018 and FY2019 Unified Planning Work Program. Financial support for Fiscal Years 2018 and 2019 will be provided from a number of sources including the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Texas Department of Transportation (TxDOT), the Texas Commission on Environmental Quality (TCEQ), Environmental Protection Agency (EPA), Department of Energy (DOE), and the North Texas Tollway Authority (NTTA). In addition, various local sources will be acquired to assist in the funding of this program.

The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL 112 and FTA 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2018 and FY2019 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all metropolitan planning organizations. The FY2018 and FY2019 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is ~~\$7,455,075~~ **\$7,589,902** in FY2018 and \$7,455,075 in FY2019 for a two-year total of ~~\$14,910,150~~ **\$15,044,977**. The Federal Transit Administration 5303 funding is ~~\$2,770,459~~ **\$2,774,086** in FY2018 and \$2,825,868 in FY2019 for a two-year total of ~~\$5,596,327~~ **\$5,599,954**. An estimated balance of ~~\$5,981,498~~ **\$6,372,719** in unexpended/unobligated FHWA PL 112 funding will be available from the FY2017

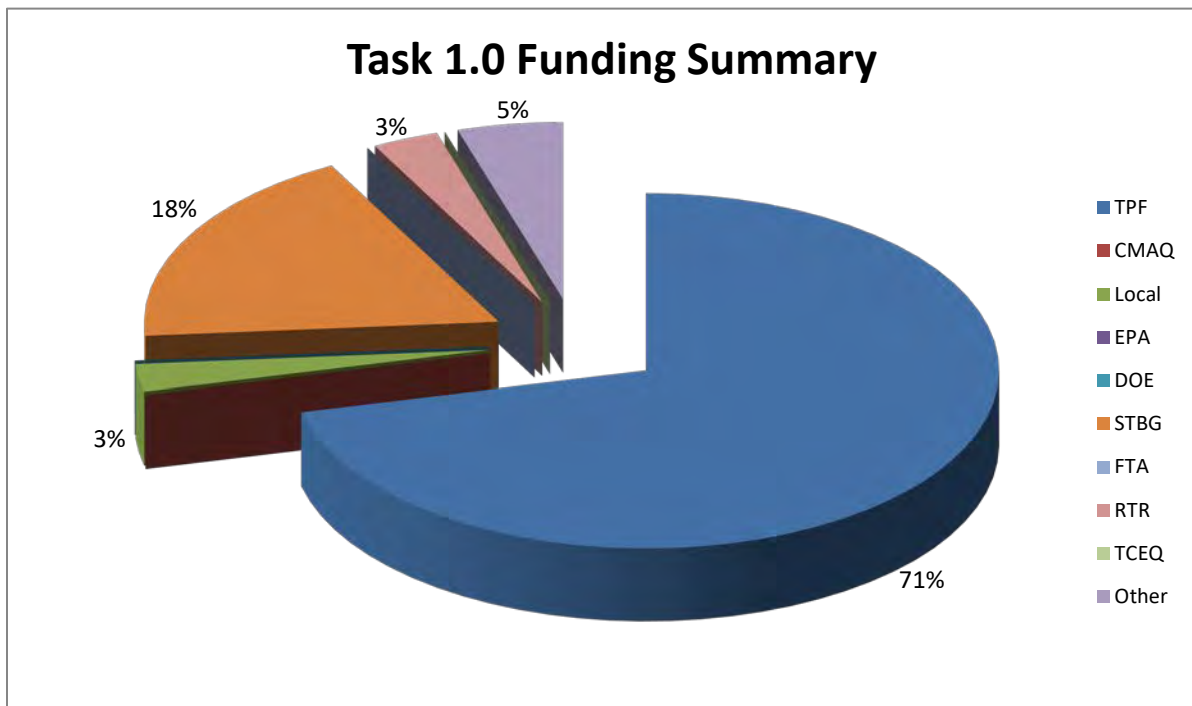


authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2018 and FY2019 UPWP is estimated at ~~\$26,487,975~~ **\$27,017,650**. Transportation Planning Funds in the amount of ~~\$22,941,600~~ **\$23,362,000** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of ~~\$5,596,327~~ **\$5,599,954**, the estimated FY2017 FHWA PL 112 fund balance of ~~\$5,981,498~~ **\$6,372,719**, and ~~\$11,363,775~~ **\$11,389,327** of Fiscal Years 2018 and 2019 FHWA PL 112 funding. The remaining balance of Fiscal Years 2018 and 2019 FHWA PL 112 funds of ~~\$3,546,375~~ **\$3,655,650** is anticipated to be carried over to Fiscal Year 2020.

## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
1.01	\$3,015,100			
		\$4,000	NCTCOG Local	
<b>Subtotal</b>				<b>\$3,019,100</b>
1.02	\$655,300			
		\$116,900	Local	
		\$125,800	NCTCOG Local	
		<b>\$293,500</b>	<b>STBG</b>	
<b>Subtotal</b>				<b>\$1,191,500</b>
1.03				
		\$50,000	Local	
		\$20,000	NCTCOG Local	
		<b>\$202,800</b>	<b>RTR</b>	
		\$255,800	STBG	
<b>Subtotal</b>				<b>\$528,600</b>
1.04	\$1,119,800			
		\$690,040	STBG	
		\$173,760	TXDOT	
<b>Subtotal</b>				<b>\$1,983,600</b>
<b>Total</b>	<b>\$4,790,200</b>	<b>\$1,932,600</b>		<b>\$6,722,800</b>

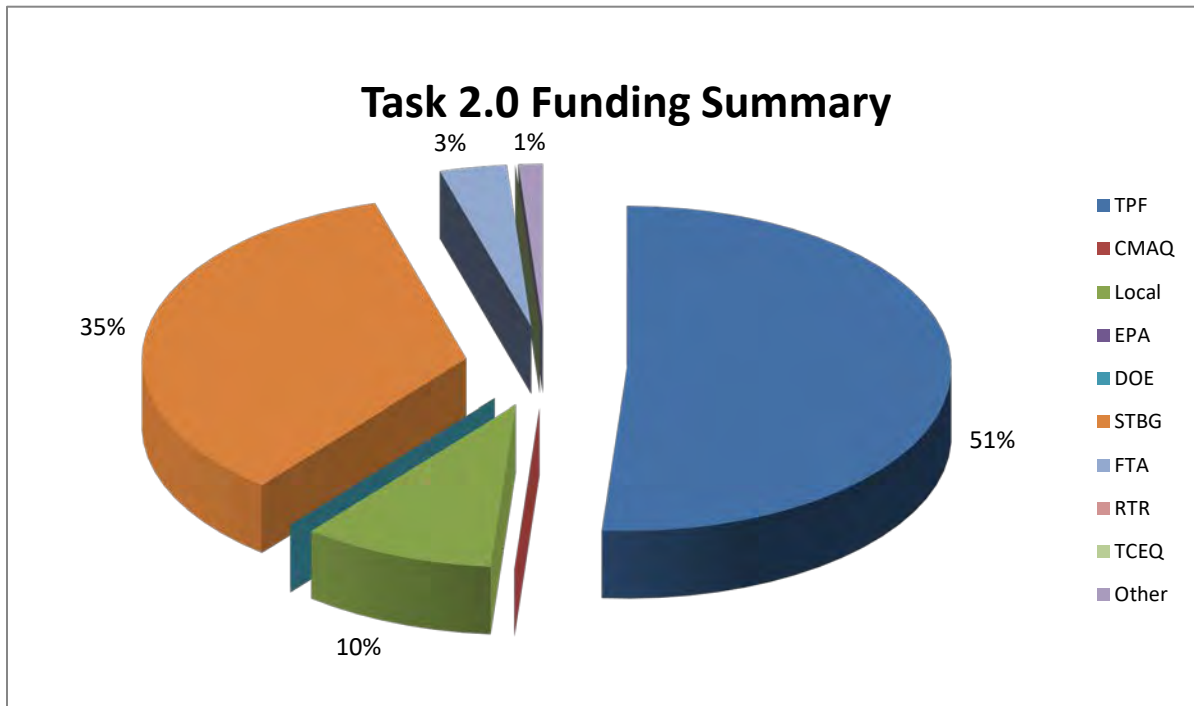
<sup>1</sup> Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.



## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
2.01	\$2,099,500	\$83,400 \$399,200 <b>\$2,398,600</b>	FHWA Local <b>STBG</b>	
<b>Subtotal</b>				<b>\$4,980,700</b>
2.02	\$420,600	\$232,200 <b>\$266,141</b>	FTA <b>Local</b>	
<b>Subtotal</b>				<b>\$918,941</b>
2.03	\$1,030,800			
<b>Subtotal</b>				<b>\$1,030,800</b>
<b>Total</b>	<b>\$3,550,900</b>	<b>\$3,379,541</b>		<b>\$6,930,441</b>

Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

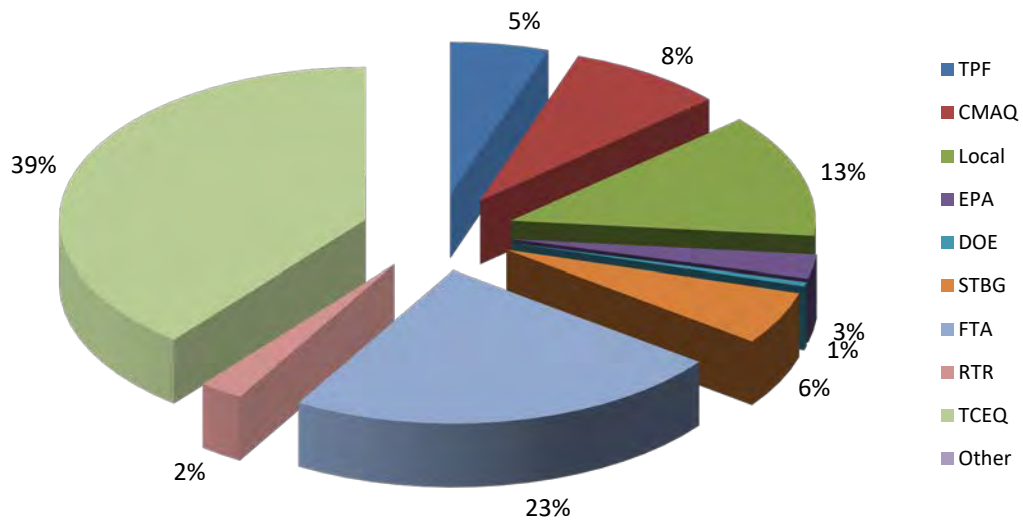


**E. Funding Summary**

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
3.01	<b>\$2,408,700</b>	<b>\$1,774,100</b>	<b>RTR</b>	
		\$667,000	STBG	
<b>Subtotal</b>				<b>\$4,849,800</b>
3.02	<b>\$1,035,100</b>			
		\$448,000	TCEQ	
<b>Subtotal</b>				<b>\$1,483,100</b>
3.03		<b>\$6,859,800</b>	<b>CMAQ</b>	
		<b>\$190,400</b>	<b>DOE</b>	
		<b>\$3,000,712</b>	<b>EPA</b>	
		<b>\$8,839,099</b>	<b>Local</b>	
		<b>\$4,460,300</b>	<b>STBG</b>	
		\$46,094,000	TCEQ	
<b>Subtotal</b>				<b>\$69,444,311</b>
3.04		\$2,935,600	CMAQ	
		\$342,515	DOE	
		\$80,200	Local	
		<b>\$380,500</b>	<b>STBG</b>	
<b>Subtotal</b>				<b>\$3,738,815</b>
3.05	<b>\$2,721,100</b>	<b>\$999,700</b>	<b>FTA</b>	
		<b>\$22,100</b>	<b>Local</b>	
		<b>\$500,000</b>	<b>RTR</b>	
		<b>\$1,150,000</b>	<b>STBG</b>	
<b>Subtotal</b>				<b>\$5,392,900</b>
3.06		\$26,543,720	FTA	
		\$6,615,000	Local	
		\$500,000	RTR	
<b>Subtotal</b>				<b>\$33,658,720</b>
<b>Total</b>	<b>\$6,164,900</b>	<b>\$112,402,746</b>		<b>\$118,567,646</b>

<sup>1</sup> Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

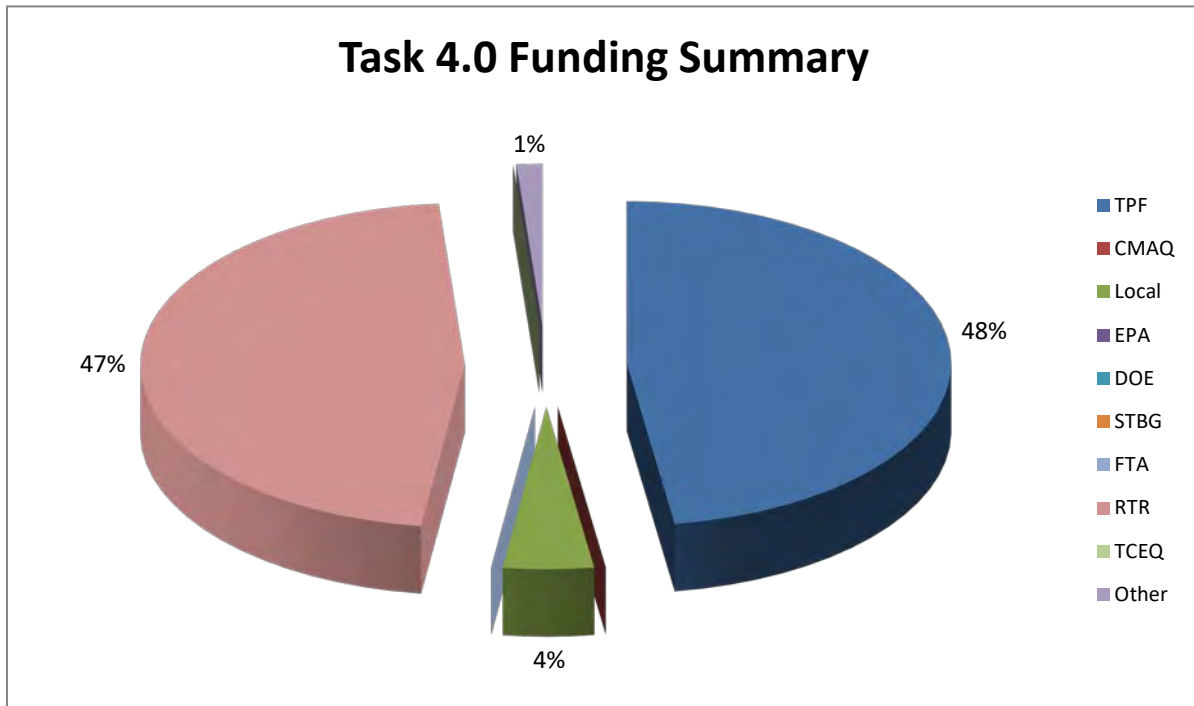
# Task 3.0 Funding Summary



### E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
4.01	\$2,265,300	\$40,000	FHWA	
<b>Subtotal</b>				<b>\$2,305,300</b>
4.02	\$463,400	\$43,200	FHWA	
		\$290,870	Local	
		\$3,008,400	RTR	
<b>Subtotal</b>				<b>\$3,805,870</b>
4.03	\$263,400			
<b>Subtotal</b>				<b>\$263,400</b>
4.04	\$85,900			
<b>Subtotal</b>				<b>\$85,900</b>
<b>Total</b>	<b>\$3,078,000</b>	<b>\$3,382,470</b>		<b>\$6,460,470</b>

<sup>1</sup> Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

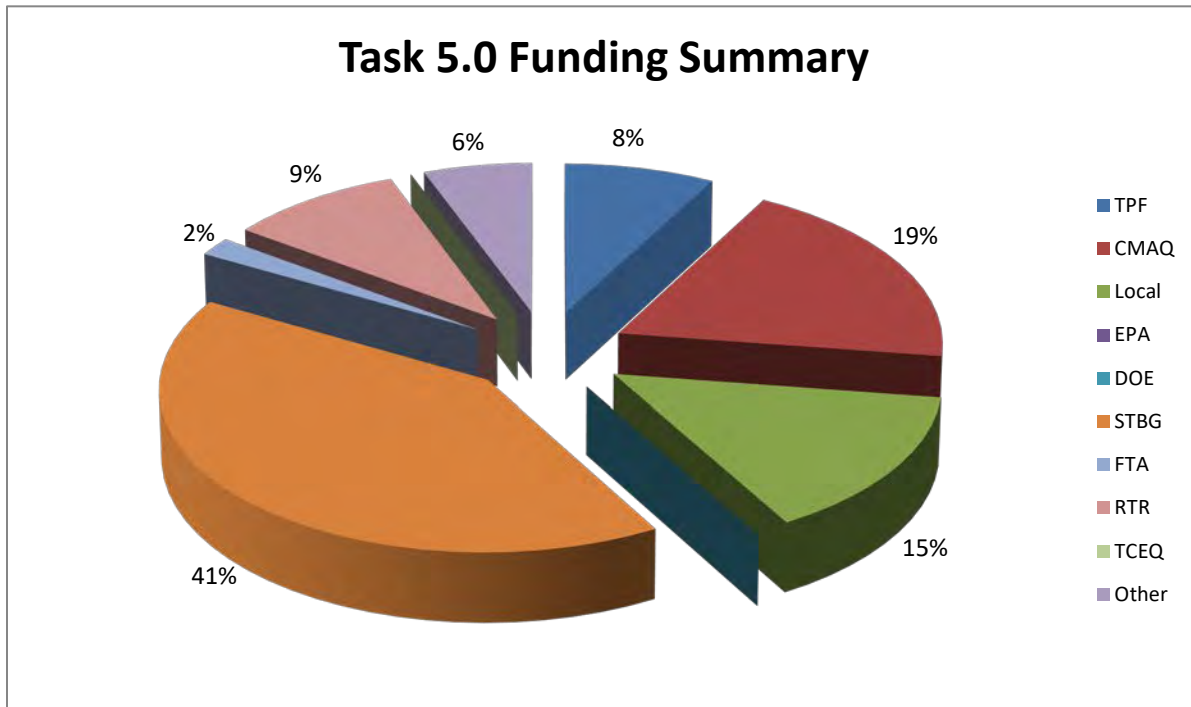


**E. Funding Summary**

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.01	<b>\$1,027,300</b>			
		<b>\$543,100</b>	<b>Local</b>	
		\$48,200	NTTA	
		<b>\$5,075,800</b>	<b>RTR</b>	
		<b>\$9,275,700</b>	<b>STBG</b>	
		\$261,800	TxDOT	
<b>Subtotal</b>				<b>\$16,231,900</b>
5.02	<b>\$1,068,300</b>			
		\$1,183,500	RTR	
		\$500,000	Local	
<b>Subtotal</b>				<b>\$2,751,800</b>
5.03	<b>\$816,500</b>			
		<b>\$677,000</b>	<b>CMAQ</b>	
		<b>\$80,000</b>	<b>FHWA</b>	
		<b>\$1,345,000</b>	<b>FTA</b>	
		<b>\$3,305,520</b>	<b>Local</b>	
		<b>\$3,109,800</b>	<b>STBG</b>	
<b>Subtotal</b>				<b>\$9,333,820</b>
5.04	<b>\$339,200</b>			
		\$22,500	Local	
		\$327,800	STBG	
		<b>\$17,000</b>	<b>TXDOT</b>	
<b>Subtotal</b>				<b>\$706,500</b>
5.05	<b>\$858,000</b>			
		<b>\$13,140,400</b>	<b>CMAQ</b>	
		<b>\$5,025,400</b>	<b>Local</b>	
		<b>\$490,600</b>	<b>RTR</b>	
		<b>\$13,843,600</b>	<b>STBG</b>	
		<b>\$3,474,000</b>	<b>TXDOT</b>	
<b>Subtotal</b>				<b>\$36,832,000</b>
5.06	<b>\$171,000</b>			
		<b>\$110,800</b>	<b>Local</b>	
		\$1,978,900	STBG	
		\$147,800	TxDOT	
<b>Subtotal</b>				<b>\$2,408,500</b>
5.07	<b>\$53,600</b>			
<b>Subtotal</b>				<b>\$53,600</b>

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.08	\$697,700	\$36,900 \$109,800 \$11,900	Local STBG TXDOT	
<b>Subtotal</b>				<b>\$856,300</b>
5.09	\$192,000	\$727,900	Local	
<b>Subtotal</b>				<b>\$919,900</b>
5.10		\$22,140 \$83,260	DOD Local	
<b>Subtotal</b>				<b>\$105,400</b>
5.11	\$554,400	\$250,000 \$165,000 \$1,456,300 \$100,000	CMAQ Local STBG TXDOT	
<b>Subtotal</b>				<b>\$2,525,700</b>
<b>Total</b>	<b>\$5,778,000</b>	<b>\$66,947,420</b>		<b>\$72,725,420</b>

<sup>1</sup> Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

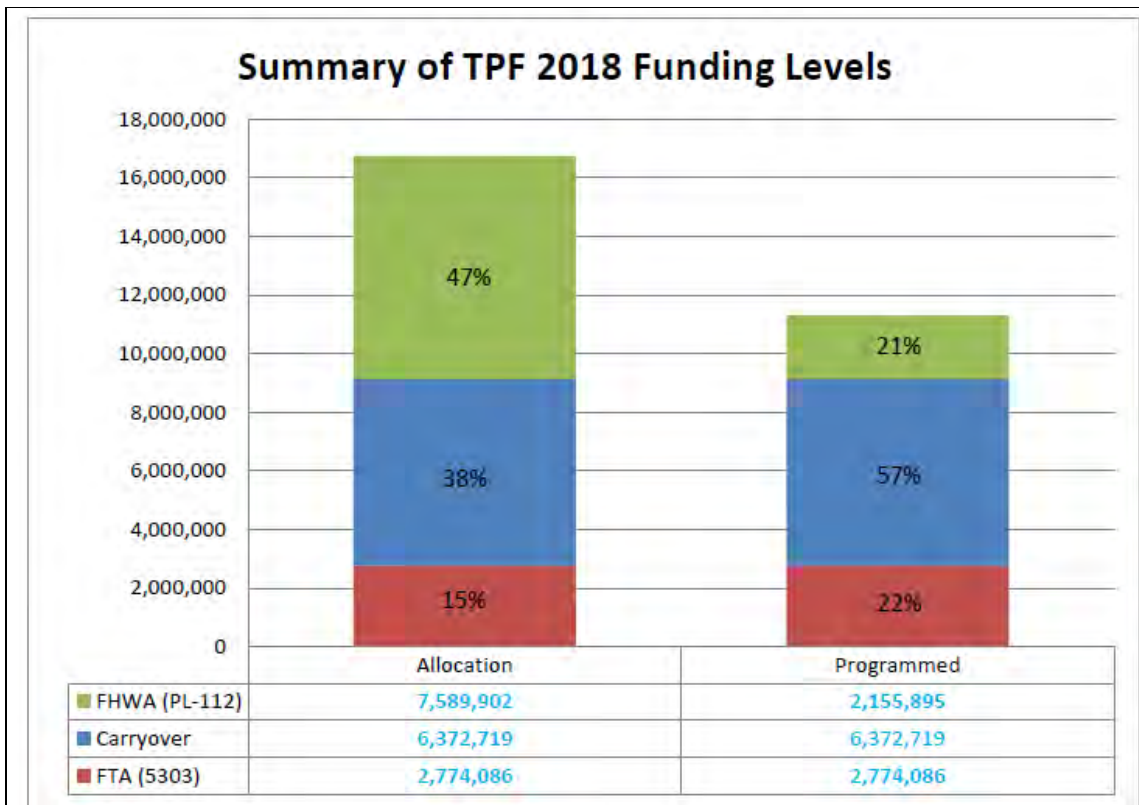




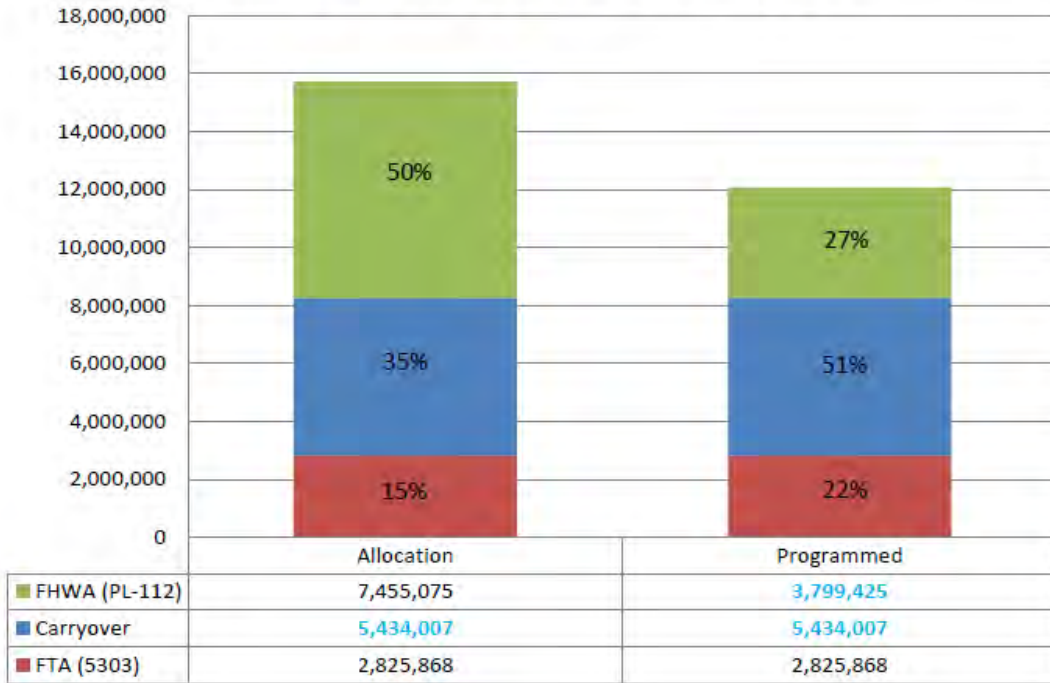
**EXHIBIT VIII-1**

**FY2018 AND FY2019 TPF PROGRAMMING SUMMARY**

	FY2018		FY2019	
	Allocation	Programmed	Allocation	Programmed
<b>FTA Section 5303</b>	<b>2,774,086</b>	<b>2,774,086</b>	2,825,868	2,825,868
<b>FHWA (PL-112)</b>				
<b>Carryover</b>	<b>6,372,719</b>	<b>6,372,719</b>	<b>5,434,007</b>	<b>5,434,007</b>
<b>New Allocation</b>	<b>7,589,902</b>	<b>2,155,895</b>	7,455,075	<b>3,799,425</b>
<b>Total TPF</b>	<b>16,736,707</b>	<b>11,302,700</b>	<b>15,714,950</b>	<b>12,059,300</b>
<b>Carryover</b>		<b>5,434,007</b>		<b>3,655,650</b>
<b>Two-Year Totals</b>				
<b>FTA Section 5303</b>	<b>5,599,954</b>			
<b>FHWA PL-112</b>	<b>21,417,696</b>			
<b>Total</b>	<b>27,017,650</b>			
<b>Programmed</b>		<b>23,362,000</b>		
<b>Carryover</b>		<b>3,655,650</b>		



### Summary of TPF 2019 Funding Levels

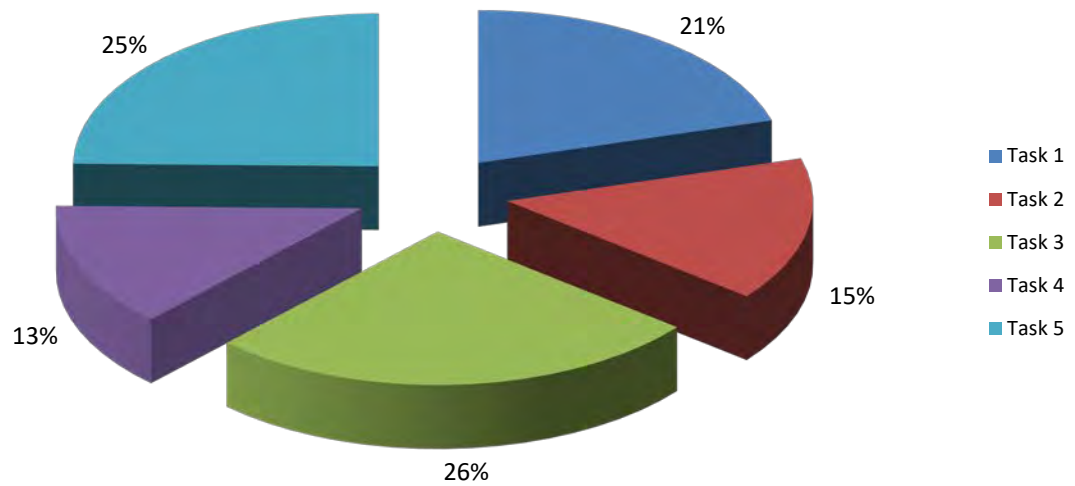


**EXHIBIT VIII-2**

**FY2018 AND FY2019 ALLOCATION OF TRANSPORTATION PLANNING FUNDS**

Subtask	Subtask Title	TPF		
		FY 2018	FY 2019	Total
1.01	Community Outreach	\$1,449,100	\$1,566,000	\$3,015,100
1.02	Program Administration	\$268,300	\$387,000	\$655,300
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Administration and Application Coordination	\$553,800	\$566,000	\$1,119,800
	<b>Subtask 1.0</b>	<b>\$2,271,200</b>	<b>\$2,519,000</b>	<b>\$4,790,200</b>
2.01	Travel Forecasting Support	\$1,036,500	\$1,063,000	\$2,099,500
2.02	Transportation Data Management	\$195,600	\$225,000	\$420,600
2.03	Demographic Data and Forecasts	\$516,800	\$514,000	\$1,030,800
	<b>Subtask 2.0</b>	<b>\$1,748,900</b>	<b>\$1,802,000</b>	<b>\$3,550,900</b>
3.01	Transportation Project Programming	\$1,197,400	\$1,211,300	\$2,408,700
3.02	Regional Air Quality Planning	\$625,100	\$410,000	\$1,035,100
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Transportation and Air Quality Communications	\$0	\$0	\$0
3.05	Public Transportation Planning and Management Studies	\$1,403,100	\$1,318,000	\$2,721,100
3.06	Transit Operations	\$0	\$0	\$0
	<b>Subtask 3.0</b>	<b>\$3,225,600</b>	<b>\$2,939,300</b>	<b>\$6,164,900</b>
4.01	Metropolitan Transportation Planning	\$1,196,300	\$1,069,000	\$2,265,300
4.02	Coordination of Transportation and Environmental Planning Processes	\$147,400	\$316,000	\$463,400
4.03	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$71,400	\$192,000	\$263,400
4.04	Performance Based Planning & Coordination	\$67,900	\$18,000	\$85,900
	<b>Subtask 4.0</b>	<b>\$1,483,000</b>	<b>\$1,595,000</b>	<b>\$3,078,000</b>
5.01	Regional Transportation Corridor Studies	\$452,300	\$575,000	\$1,027,300
5.02	Subarea Studies and Local Government Assistance	\$545,300	\$523,000	\$1,068,300
5.03	Land-Use/Transportation Initiatives	\$313,500	\$503,000	\$816,500
5.04	Capital and Operational Asset Management System	\$186,200	\$153,000	\$339,200
5.05	Congestion Management Planning and Operations	\$369,000	\$489,000	\$858,000
5.06	Regional Freight Planning	\$10,000	\$161,000	\$171,000
5.07	Transportation System Security and Emergency Preparedness	\$26,600	\$27,000	\$53,600
5.08	Roadway and Railroad Safety	\$306,700	\$391,000	\$697,700
5.09	Regional Aviation Planning and Education	\$119,000	\$73,000	\$192,000
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Automated Vehicle Technology	\$245,400	\$309,000	\$554,400
	<b>Subtask 5.0</b>	<b>\$2,574,000</b>	<b>\$3,204,000</b>	<b>\$5,778,000</b>
	<b>FUNDING TOTALS</b>	<b>\$11,302,700</b>	<b>\$12,059,300</b>	<b>\$23,362,000</b>

### Transportation Planning Funds (TPF) Summary by Task

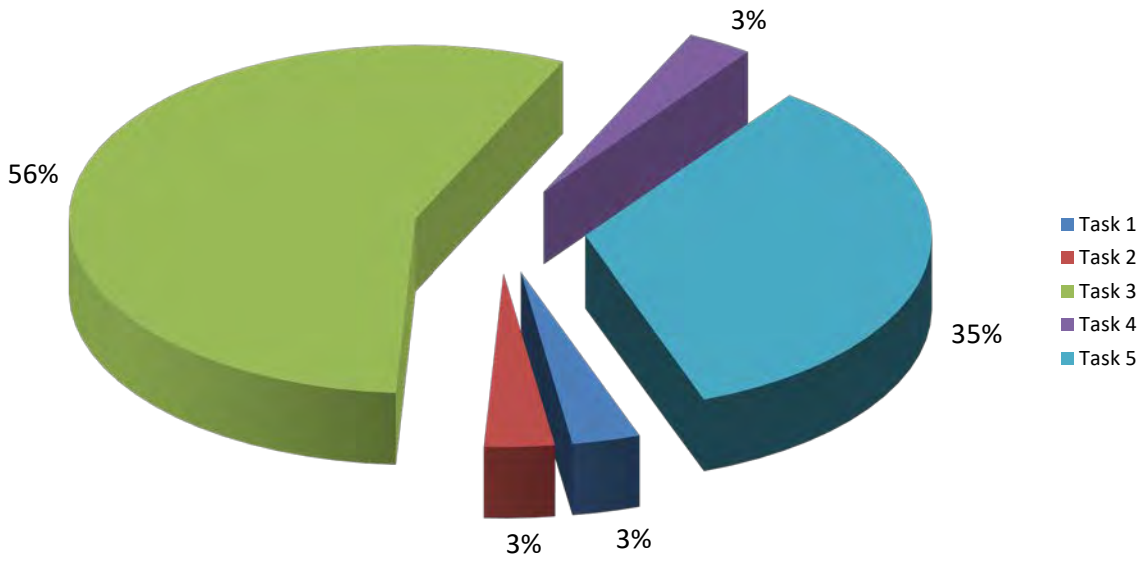


**EXHIPBIT VIII-3**

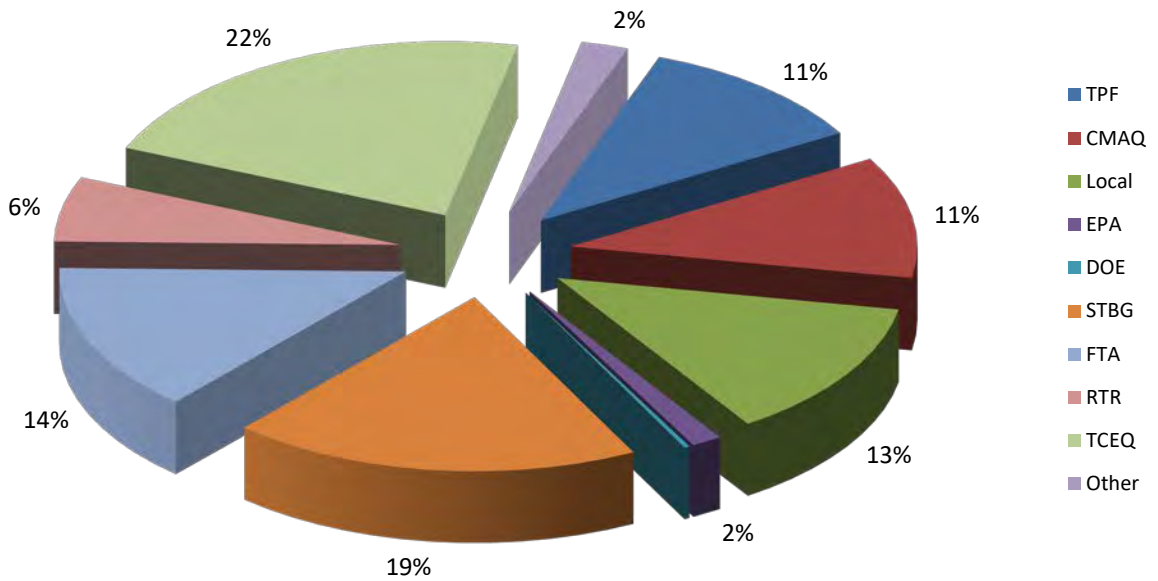
**FY2018 AND FY2019 UPWP FUNDING SUMMARY**

<b>Funding Source</b>	<b>Task 1.0 Administration</b>	<b>Task 2.0 Data Development</b>	<b>Task 3.0 Short Range Planning</b>	<b>Task 4.0 Metropolitan Transportation Planning</b>	<b>Task 5.0 Special Studies</b>	<b>Total</b>
<b>FTA Activities</b>	<b>44.21.00</b>	<b>44.22.00</b>	<b>44.24.00</b> <b>44.25.00</b>	<b>44.23.01</b>	<b>44.23.02</b> <b>44.24.00</b> <b>44.22.00</b> <b>44.27.00</b>	
TPF	\$4,790,200	\$3,550,900	\$6,164,900	\$3,078,000	\$5,778,000	\$23,362,000
CMAQ	\$0	\$0	\$9,795,400	\$0	\$14,067,400	\$23,862,800
DOD	\$0	\$0	\$0	\$0	\$22,140	\$22,140
DOE	\$0	\$0	\$532,915	\$0	\$0	\$532,915
EPA	\$0	\$0	\$3,000,712	\$0	\$0	\$3,000,712
FAA	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	\$0	\$83,400	\$0	\$83,200	\$80,000	\$246,600
FTA	\$0	\$232,200	\$27,543,420	\$0	\$1,345,000	\$29,120,620
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$166,900	\$665,341	\$15,556,399	\$290,870	\$10,520,380	\$27,199,890
NCTCOG Local	\$149,800	\$0	\$0	\$0	\$0	\$149,800
NTTA	\$0	\$0	\$0	\$0	\$48,200	\$48,200
RTR	\$202,800	\$0	\$2,774,100	\$3,008,400	\$6,749,900	\$12,735,200
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBG	\$1,239,340	\$2,398,600	\$6,657,800	\$0	\$30,101,900	\$40,397,640
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$46,542,000	\$0	\$0	\$46,542,000
TxDOT	\$173,760	\$0	\$0	\$0	\$4,012,500	\$4,186,260
<b>Subtotal</b>	<b>\$6,722,800</b>	<b>\$6,930,441</b>	<b>\$118,567,646</b>	<b>\$6,460,470</b>	<b>\$72,725,420</b>	<b>\$211,406,777</b>

### Summary of Funding by Task



### Summary of Total Funding



# Modifications to the FY2018 and FY2019 Unified Planning Work Program

Surface Transportation Technical Committee  
September 28, 2018

Transportation Department  
North Central Texas Council of Governments

## ***Transportation Planning Fund Modifications***

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
Community Outreach – Public Involvement, Publications, and Legislative Support (Subtask 1.01)	N/A	Update text to reflect the addition of outreach to the business community
Computer System Administration and Application Coordination – Computer Resource Management and Equipment Purchases (Subtask 1.04)	N/A	Update text in Exhibit II-1 to include web-based traffic count reporting software
Transportation Data Management – Integration of Data (Subtask 2.02)	\$30,000 TPF	Add funding and update text to incorporate web-based traffic count reporting



## ***Transportation Planning Fund Modifications***

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
Transportation Data Management – Collection of Traffic Data (Subtask 2.02)	N/A	Delete project; work is included in Subtask 5.05, Transportation System Management and Operations, and Subtask 5.06, Regional Freight Planning, utilizing STBG funds.
Demographic Data and Forecasts – Participant Statistical Area Program (Subtask 2.03)	N/A	Add project to define Census statistical geographies in preparation for the 2020 Census

## ***Transportation Planning Fund Modifications (cont'd)***

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (Subtask 5.02)	N/A	Update text to add Ellis County Thoroughfare Plan as a Category 2 project for technical assistance
Land-use/Transportation Initiatives – Sustainable Development Initiatives (Subtask 5.03)	\$65,000 TPF	Add funding and update text to reflect continued work in FY2019 on a regional program for coordination on school siting, safety, and communication between schools and local governments (represents change in funding source - STBG funds currently programmed)

## ***Transportation Planning Fund Modifications (cont'd)***

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
Regional Freight Planning (Subtask 5.06)	\$161,000 TPF	Add funding to support planning activities related to the movement of freight within the region and update text to identify which activities will be carried out with these funds vs. other funding sources in the Subtask
Public Participation Plan (Appendix G)	N/A	Include revised Public Participation Plan upon adoption by the Regional Transportation Council

# Other Funding Source Modifications

Project	Financial Action	Description
Air Quality Management and Operations – Partnerships and Collaborations (Subtask 3.03)	\$62,500 DOE	Add funding and update text to reflect technical assistance to local governments to help improve energy management efforts, in collaboration with NCTCOG’s Environment and Development Department
Metropolitan Transportation Planning – Strategic Highway Research Program 2 (SHRP2) Performance Target Setting Collaboration (Subtask 4.01)	\$40,000 FHWA	Add project for additional work on the performance target setting collaboration initiative as part of the metropolitan transportation planning process

## ***Other Funding Source Modifications***

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
Regional Transportation Studies – High Speed Passenger Technology (Subtask 5.01)	\$500,000 RTC Local (\$300,000 STBG) (\$200,000 Local)	Replace previously approved STBG and local funding with RTC Local funding for the conceptual feasibility study for high-speed passenger technology between Fort Worth and Laredo
Land-use/Transportation Initiatives – Sustainable Development Initiatives (Subtask 5.03)	(\$65,000 STBG)	Remove funding and TDCs for continued work in FY2019 on a regional program for coordination on school siting, safety, and communication between schools and local governments (proposing change in funding source to TPF noted above)

# Other Funding Source Modifications (cont'd)

Project	Financial Action	Description
Land-use/Transportation Initiatives – Bicycle and Pedestrian Engineering (Subtask 5.03)	\$160,000 STBG \$40,000 Local	Add project for engineering activities and environmental summary on the Bomber Spur Regional Veloweb Shared-use Path in Fort Worth

## ***Transportation Planning Funds Two-year Summary***

<b>FY2018 and FY2019 US FTA (5303)</b>	<b>\$ 5,599,954</b>
<b>FY2018 and FY2019 US FHWA (Estimated PL)</b>	<b>\$15,044,977</b>
<b>FY2017 US FHWA (Estimated PL-Carryover)</b>	<b><u>\$ 6,372,719</u></b>
<b>Total Transportation Planning Funds</b>	<b>\$27,017,650</b>
<b>Prior Anticipated Expenditures</b>	<b>\$22,941,600</b>
<b>Additional Funds Programmed for FY2019</b>	<b><u>\$ 420,400</u></b>
<b>Anticipated Expenditures</b>	<b>\$23,362,000</b>
<b>PL Balance to Carry Over to FY2020</b>	<b>\$ 3,655,650</b>

\*More detailed information on the budget is provided in the UPWP modification meeting packet.

## Total Funding Increases from Other Sources

Funding Source	Budget Adjustment + Additional Funding	UPWP Subtask
Local	\$ 545,050 + \$538,500	2.02, 3.03, 3.05, 4.02, 5.01, 5.03, 5.05, 5.06, 5.08, 5.11
CMAQ	\$5,275,500 + \$0	3.03, 5.03, 5.05
EPA	\$ 16,200 + \$0	3.03
FHWA	\$ 44,400 + \$40,000	2.01, 4.01, 4.02, 5.03
FTA	\$ 360,600 + \$350,000	3.05, 5.03
RTR	\$3,331,500 + \$500,000	1.03, 3.01, 3.05, 4.02, 5.01, 5.05
STBG	\$1,057,100 + \$1,185,000	1.02, 2.01, 3.03, 3.04, 3.05, 5.01, 5.03, 5.05, 5.08
TxDOT	\$ 274,400 + \$0	5.04, 5.05, 5.08
DOE	\$ 0 + \$76,900	3.03
Total	\$13,595,150	



# ***Modification Schedule***

**September 10, 11, and 19**      **Public Meetings**

**September 28**                      **Action by Surface Transportation  
Technical Committee**

**October 11**                          **Action by Regional Transportation  
Council**

**October 25**                          **Action by NCTCOG Executive Board**

**October 26**                          **Submittal of Modifications to Texas  
Department of Transportation**

## ***Requested STTC Action***

**Recommend RTC approval of the proposed UPWP modifications and the direction for staff to amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

## *Contact Information*

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

**<http://www.nctcog.org/trans/admin/upwp>**

# **Clean Fleets North Texas 2018 Call for Projects Funding Recommendations**

**Surface Transportation Technical Committee  
September 28, 2018**

**Amy Hodges  
Air Quality Planner**



**North Central Texas  
Council of Governments**

# Available Funding

Sources: EPA National Clean Diesel Funding Assistance Program  
TCEQ Supplemental Environmental Project Funds

Funding Category	Amount
EPA Funds for Vehicle/Equipment Replacements*	\$2,000,033
TCEQ SEP Funds for School Bus Replacements**	+\$109,127
Call For Projects Funds Available	\$2,109,160
Previously Approved Awards	-\$1,238,023
Balance of Funds Currently Available	\$871,137

*\*Environmental Protection Agency (EPA) Award Included \$90,709 for Staff Administration. Denton County Transportation Authority has Declined Award Approved by Regional Transportation Council (RTC) in November 2017.*

*\*\*Additional funds received from the Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP) have been added to this funding initiative. Any additional SEP funds received while this CFP is open will be added to this funding initiative.*

# Project Eligibility

**Eligible Entities: Local Governments; Private Companies Who Contract with Local Governments; and Must Adopt RTC Clean Fleet Policy or Similar**

Eligible Activities	Funding Threshold
<p><b><u>Replace On-Road Diesel Trucks*</u></b>  <b>16,000 GVWR and Up;</b>  <b>Model Year 1995-2006;</b>  <b>(Also Model Year 2007-2009 if Replacing with Electric)</b></p>	<p><b>45% Cost if New is Electric</b></p> <p><b>35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO<sub>x</sub> Standards</b>  <b>(Both Natural Gas and Propane Engines Currently Available)</b></p>
<p><b><u>Replace Non-Road Diesel Equipment*</u></b>  <b>Must Operate &gt;500 Hours/Year;</b>  <b>Eligible Model Years Vary</b></p>	<p><b>25% Cost for All Others</b></p>

*\*All Old Vehicles/Equipment Must be Scrapped*

*CARB = California Air Resources Board*

*GVWR = Gross Vehicle Weight Rating*

# Call for Projects Schedule

Milestone	Estimated Timeframe
STTC Approval to Open CFP	October 27, 2017
RTC Approval to Open CFP	November 9, 2017
CFP Opened	March 2018
Interim Application Deadlines (for Competitive Evaluation)	5 pm on Last Friday of Every Month Beginning April 27, 2018, Until End of CFP
STTC, RTC, and Executive Board Approval of Recommended Subawards	Monthly from May 2018 Until End of CFP
CFP Closes	January 2019 or When Funds Exhausted, Whichever Comes First
Project Implementation Deadline	December 2019

# Summary of Applications

Refer to Electronic Item 2.3.2 for More Details

<b>Previously Approved</b>	
<b>Number of Applicants (All Public Sector)</b>	<b>6</b>
<b>Number of Activities</b>	<b>24</b>
<b>Funding Approved</b>	<b>\$1,238,023</b>
<b>Balance of Funds Currently Available</b>	<b>\$871,137</b>
<b>New Recommendations</b>	
<b>Number of Applicants (Public Sector)</b>	<b>1</b>
<b>Number of Activities</b>	<b>1</b>
<b>Funding Requested</b>	<b>\$300,000</b>
<b>Balance Remaining for Next Deadline if Current Recommendations Approved</b>	<b>\$571,137</b>



# Action Requested

**Recommend RTC Approval of Funding**

**\$300,000 to the City of North Richland Hills to Replace One Fire Truck as Detailed in Electronic Item 2.3.2**

**Consider Submitting Applications!**

# For More Information

**Amy Hodges**

Air Quality Planner

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[www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)

# Clean Fleets North Texas 2018 Call For Projects Funding

**Balance Available** **\$ 871,137** **\$ -** **\$ 871,137**

## Projects Recommended for Funding, Pending Approval

Rank	Interim Application Deadline	RTC Approval Date	Applicant	Activity	Old Vehicle Information							New Vehicle Information				Eligible Funding Level	Recommended Grant Amount				NO <sub>x</sub> Tons Reduced Over 6 Years*	Cost Per Ton of NO <sub>x</sub> Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO2 Tons Reduced Over 6 Years*								
					Type	Class/Equipment	Engine Year	Engine Fuel	Annual Fuel Usage	Annual Mileage	Annual Idling Hours	Model Year	Engine Fuel	Diesel Fuel Reduced (gallons)	Total Cost		EPA	SEP**	Total	Local Match														
1	8/31/2018	Pending	City of North Richland Hills	1	Onroad	Fire Truck	1997	ULSD	1,429	10,000	30	2019	ULSD	600	\$1,200,000	25%	\$ 300,000	\$ -	\$ 300,000	\$ 900,000	0.90	\$332,889	0.05	0.05	0.30	40.50								
<b>Subtotal of New Project Approvals Requested</b>																																		

**Balance Remaining for Future Awards if Recommendations Approved** **\$ 571,137** **\$ -** **\$ 571,137**

## Projects Previously Approved

Rank	Interim Application Deadline	RTC Approval Date	Applicant	Activity	Old Vehicle Information							New Vehicle Information				Eligible Funding Level	Recommended Grant Amount				NO <sub>x</sub> Tons Reduced Over 6 Years*	Cost Per Ton of NO <sub>x</sub> Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO2 Tons Reduced Over 6 Years*													
					Type	Class/Equipment	Engine Year	Engine Fuel	Annual Fuel Usage	Annual Mileage	Annual Idling Hours	Model Year	Engine Fuel	Diesel Fuel Reduced (gallons)	Total Cost		EPA	SEP**	Total	Local Match																			
<b>Projects Approved on September 13, 2018</b>																																							
1	7/27/2018	9/13/2018	Denton ISD	1	Onroad	School Bus	2002	ULSD	550	N/A	N/A	2019	ULSD	2,000	\$106,691	25%	\$ -	\$ 26,673	\$ 26,673	\$ 80,018	0.51	\$52,177	0.04	0.11	0.24	135.00													
2	7/27/2018	9/13/2018	Denton ISD	2	Onroad	School Bus	2002	ULSD	550	N/A	N/A	2019	ULSD	2,000	\$106,691	25%	\$ 14,239	\$ 12,434	\$ 26,673	\$ 80,018	0.51	\$52,177	0.04	0.11	0.24	135.00													
<b>Subtotal</b>																																							
<b>Projects Approved on August 9, 2018</b>																																							
1	6/29/2018	8/9/2018	City of Mineral Wells	1	Nonroad	Rubber Tire Loader	1999	ULSD	550	N/A	N/A	2018	ULSD	0	\$206,220	25%	\$ 51,555	\$ -	\$ 51,555	\$ 154,665	1.02	\$50,544	0.08	0.04	0.27	0.00													
<b>Subtotal</b>																																							
<b>Projects Approved on June 14, 2018</b>																																							
1	4/27/2018	6/14/2018	Garner ISD	2	Onroad	School Bus	2002	ULSD	1,227	11,771	1396	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	1.38	\$16,913	0.13	0.33	0.54	0.00													
2	4/27/2018	6/14/2018	City of Mineral Wells	1	Onroad	Dump Truck	2000	ULSD	1,463	2,500	1040	2018	ULSD	0	\$92,000	25%	\$ 23,000	\$ -	\$ 23,000	\$ 69,000	0.74	\$30,889	0.08	0.19	0.27	0.00													
3	4/27/2018	6/14/2018	Garner ISD	3	Onroad	School Bus	2004	ULSD	1,154	8,302	1156	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	0.61	\$38,515	0.09	0.13	0.42	0.00													
4	4/27/2018	6/14/2018	City of Dallas	12	Onroad	Dump Truck	2001	ULSD	4,986	25,419	500	2018	CNG	4,986	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.40	\$39,882	0.12	0.33	0.73	336.56													
5	4/27/2018	6/14/2018	City of Dallas	7	Onroad	Dump Truck	2001	ULSD	3,102	19,312	600	2018	CNG	3,102	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.20	\$46,535	0.11	0.28	0.60	209.39													
6	4/27/2018	6/14/2018	City of Dallas	8	Onroad	Dump Truck	2001	ULSD	3,085	18,245	500	2018	CNG	3,085	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.09	\$51,120	0.09	0.26	0.55	208.24													
7	4/27/2018	6/14/2018	City of Dallas	13	Onroad	Dump Truck	2001	ULSD	2,659	15,270	600	2018	CNG	2,659	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.02	\$54,446	0.09	0.24	0.50	179.48													
8	4/27/2018	6/14/2018	City of Dallas	9	Onroad	Dump Truck	2001	ULSD	2,456	12,675	600	2018	CNG	2,456	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.91	\$61,068	0.08	0.22	0.44	165.78													
9	4/27/2018	6/14/2018	Garner ISD	1	Onroad	School Bus	1998	ULSD	370	3,137	107	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	0.35	\$67,535	0.02	0.05	0.09	0.00													
10	4/27/2018	6/14/2018	City of Dallas	11	Onroad	Dump Truck	2001	ULSD	1,781	10,102	600	2018	CNG	1,781	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.80	\$69,524	0.07	0.20	0.37	120.22													
11	4/27/2018	6/14/2018	City of Richardson	1	Onroad	Refuse Hauler	2005	ULSD	1,251	4,661	894	2019	ULSD	0	\$155,000	25%	\$ 38,750	\$ -	\$ 38,750	\$ 116,250	0.55	\$70,276	0.07	0.07	0.25	0.00													
12	4/27/2018	6/14/2018	City of Dallas	3	Onroad	Dump Truck	2001	ULSD	1,527	7,092	500	2018	CNG	1,527	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.61	\$91,152	0.06	0.15	0.28	103.07													
13	4/27/2018	6/14/2018	City of Richardson	3	Onroad	Class 8	2001	ULSD	455	1,517	411	2019	ULSD	0	\$190,000	25%	\$ 47,500	\$ -	\$ 47,500	\$ 142,500	0.50	\$94,358	0.03	0.05	0.14	0.00													
14	4/27/2018	6/14/2018	City of Dallas	5	Onroad	Dump Truck	2001	ULSD	998	4,261	600	2018	CNG	998	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.55	\$101,181	0.06	0.14	0.23	67.37													
15	4/27/2018	6/14/2018	City of Dallas	10	Onroad	Dump Truck	2001	ULSD	1,189	5,677	500	2018	CNG	1,189	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.55	\$101,291	0.05	0.14	0.24	80.26													
16	4/27/2018	6/14/2018	City of Dallas	1	Onroad	Dump Truck	2000	ULSD	1,337	6,529	400	2018	CNG	1,337	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.53	\$106,032	0.05	0.13	0.24	90.25													
17	4/27/2018	6/14/2018	City of Dallas	6	Onroad	Dump Truck	2001	ULSD	879	4,544	500	2018	CNG	879	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.50	\$111,105	0.05	0.12	0.21	59.33													
18	4/27/2018	6/14/2018	City of Dallas	2	Onroad	Dump Truck	2001	ULSD	1,249	5,952	400	2018	CNG	1,249	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.50	\$111,239	0.05	0.12	0.23	84.31													
19	4/27/2018	6/14/2018	City of Dallas	4	Onroad	Dump Truck	2001	ULSD	600	1,932	600	2018	CNG	600	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.45	\$123,516	0.05	0.12	0.17	40.50													
20	4/27/2018	6/14/2018	City of Richardson	2	Onroad	Refuse Hauler	2005	ULSD	1,498	5,034	715	2019	ULSD	0	\$290,000	25%	\$ 72,500	\$ -	\$ 72,500	\$ 217,500	0.51	\$141,823	0.06	0.06	0.22	0.00													
21	4/27/2018	6/14/2018	City of Watauga	1	Onroad	Fire Truck	2001	ULSD	500	2,000	200	2018	ULSD	0	\$627,421	25%	\$ 156,855	\$ -	\$ 156,855	\$ 470,566	0.32	\$483,226	0.02	0.03	0.10	0.00													
<b>Subtotal</b>																																							
<b>Total Projects Previously Approved</b>																																							

	Total Funds Available	Funds Awarded	Balance Available Pending Approval
EPA	\$ 2,000,033	\$ 1,428,896	\$ 571,137
SEP**	\$ 109,127	\$ 109,127	\$ -
<b>Total</b>	<b>\$ 2,109,160</b>	<b>\$ 1,538,023</b>	<b>\$ 571,137</b>

EPA=Environmental Protection Agency; SEP=Texas Commission on Environmental Quality Supplemental Environmental Project  
 NO<sub>x</sub>=Nitrogen Oxides; PM2.5=Particulate Matter Less Than 2.5 Micrometers; CO=Carbon Monoxide; CO<sub>2</sub>=Carbon Dioxide  
 ULSD=Ultra-Low Sulfur Diesel; CNG= Compressed Natural Gas

\*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)  
 \*\*Any additional funds received from the Texas Commission on Environmental Quality Supplemental Environmental Project while this CFP is open will be added to this initiative to fund school bus projects and will offset EPA funds.



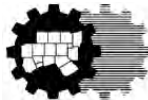
# NCTCOG INCIDENT MANAGEMENT 2018 EQUIPMENT PURCHASE CALL FOR PROJECTS

Surface Transportation Technical Committee

**Camille Fountain**

September 28, 2018

North Central Texas Council of Governments



North Central Texas  
Council of Governments



## NCTCOG Incident Management Equipment Purchase Background

### 2014 - Initial Round of Incident Management (IM) Equipment Purchase Call for Projects (CFP)

- Purpose: Assist Partner Agencies in Purchasing Equipment and Technology that Aid in Quick Incident Clearance and Mitigation
- Supports Current Incident Management Training Recommendation to Use Best Practice Equipment and Technology
- Emphasizes Importance of Implementing Incident Management Strategies and Training



## 2018 – Second Round of IM Equipment Purchase CFP

- \$1.5 Million Available
- Funding Split:
  - 66% Eastern Sub-Region = \$990,000
  - 34% Western Sub-Region = \$510,000
    - *Local Match – TDCs*
- Buy America Compliance Requirements for Equipment Made with Steel or Iron
  - FHWA Requirement - 100% of Steel or Iron Should be Made in America
- NCTCOG Proposes to Lead Procurement Activities in an Effort to Eliminate Risk of Buy America Non-Compliance



## Proposed Eligible Recipients and Activities

### Eligible Recipients

- Public Sector Partner Agencies within the NCTCOG 10-County Non-attainment Area Actively Involved in Incident Management
  - Police, Fire/EMS, Courtesy Patrol, Transit, Etc.

### Eligible Activities

- Purchase of Equipment and Technology Used in Mitigating Crashes
  - Examples include: traffic barriers, cones, flares, protective clothing, signs, cameras, lighting, crash reconstruction technology, etc.

### Ineligible Activities/Purchases

- Personnel and Staffing Charges
- Vehicle Purchases (Due to Lack of FHWA Buy America Exemptions for Vehicles)





## Proposed Scoring Criteria

Scoring Component	Available Points
TIM Training Attendance - NCTCOG or In-house ( <i>Since August 2013</i> )	15
Crash Data in Jurisdiction – Serious Injury and Fatality Crashes ( <i>2013 - 2017</i> )	10
Adoption of Incident Management Resolution	10
Incident Management Goals/Targets in Place	5
Completion of Incident Management Commitment Level Survey	5
Adoption/Implementation of Regional Performance Measure Standard Definitions	5
Explanation of How Equipment will be Used to Mitigate Crashes	50
<b>Total Score</b>	<b>100</b>





<b>Proposed Schedule</b>	
<b>DATE</b>	<b>ACTION</b>
August 24, 2018	<del>Regional Safety Advisory Committee (RSAC) (Presentation) – IM Equipment Purchase Call for Projects (CFP) Proposed Criteria Overview</del>
September 2018	STTC (Action Item) – Request Approval to Conduct CFP
October 2018	RTC (Action Item) – Request Approval to Conduct CFP
October 2018	Open Call for Projects (45 or 60 days)
December 2018	Close Call for Projects
December 2018 – January 2019	Evaluate Submitted Projects
January 2019	RSAC Meeting (Info) – Present Selected Projects
February 2019	STTC (Action) – Approval of Selected Projects
Feb. / March 2019	Public Meetings
March 2019	RTC (Action) – Approval of Selected Projects
April 2019	Executive Board Meeting



## Requested Action

**Recommend RTC Approval to Open the 2018 Incident Management Equipment Purchase Call for Projects**



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# Auto Occupancy Detection Technology and HOV Rewards Program

Surface Transportation Technical Committee  
September 28, 2018

Natalie Bettger



# Project History

**2012 – NCTCOG:** Regional Transportation Council instructed staff to replace manual enforcement with more advanced technology verification equipment

**2012 – NCTCOG:** Technology Approaches to HOV Occupancy Declaration and Verification, Texas A&M Transportation Institute (TTI) Request for Information (RFI) for IH 30 Managed Lane Technology Occupancy detection and verification - Dynamic tracking of vehicles

**2013 – NCTCOG:** Reissue RFI with demonstration component

**2014 – NCTCOG:** TTI Update to White Paper and Proof of Concept Testing of In-Vehicle Technology

**2014 – TxDOT/P3:** Drive on TEXPRESS application

**2015 – TxDOT Lead/NCTCOG Partner:** Request for Offer - Automated Vehicle Occupancy Detection Solution

**2016 – NCTCOG Lead/TxDOT Partner:** TxDOT Requested NCTCOG to Take the Lead Request for Proposals - Auto Occupancy Detection and Verification Technology

# Activities Implementing New Technology

## **July 2017**

Issued Notice to Proceed with Carma Technology Corporation

## **August – December 2017**

Pilot Test on DFW Connector Corridor

- 98.4% exact match in reported occupancy
- 1.6% indicate an “over count”

## **January – March 2018**

Shared pilot results and worked with partners on back office integration

## **March – June 2018**

Developed draft violation process and continued to work with partners on back office integration

## **July 2018**

Met with TxDOT management on statewide interest

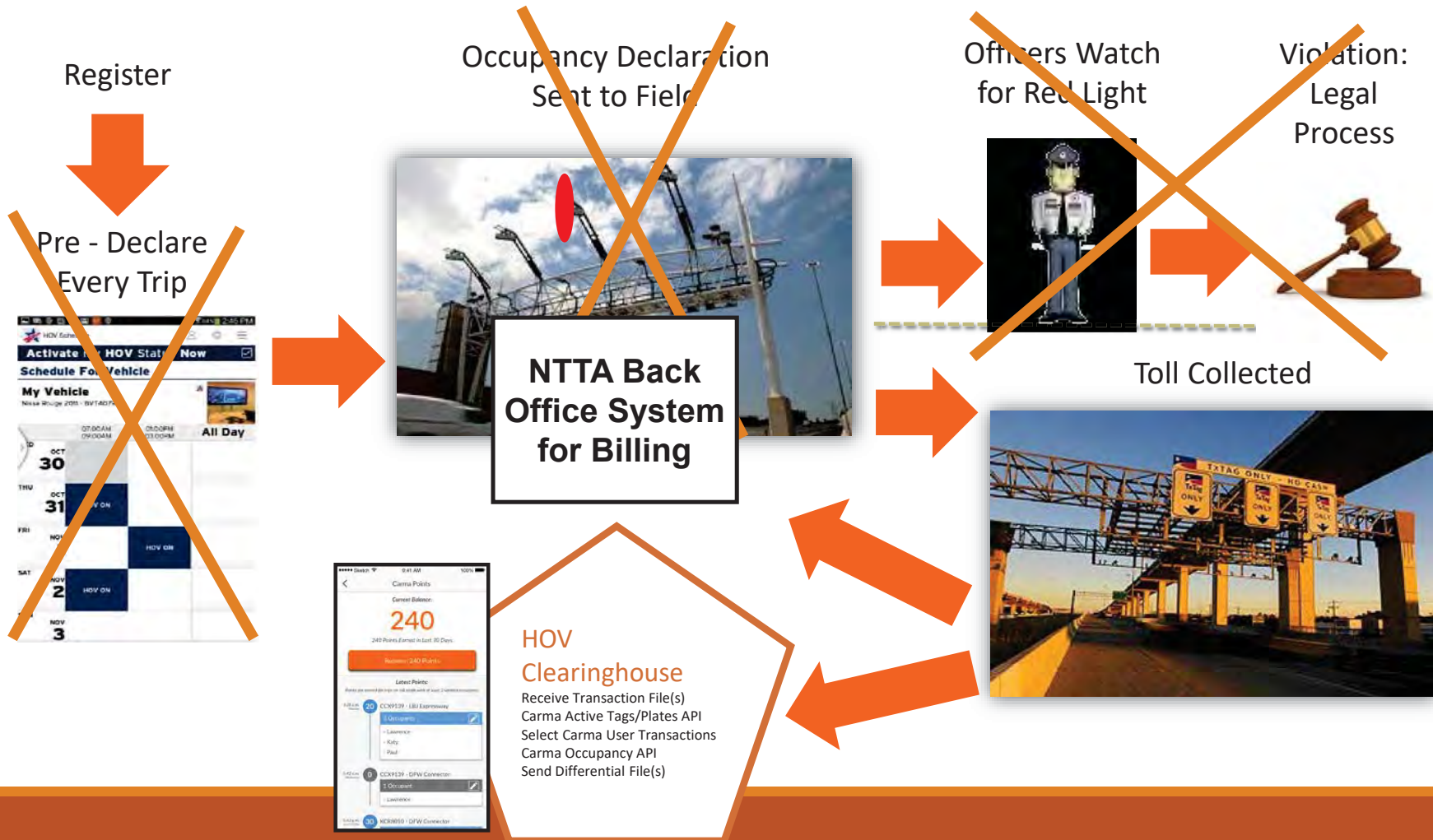
## **August 2018**

Discussed rewards approach with partners

## **September 2018**

RTC Workshop: Approach endorsed by Bill Hale, TxDOT Chief Engineer and several RTC members

# HOV Rewards Program



# Rewarding HOV

## *Implementation Phases*

### **Phase 1 - Managed Lane Rewards**

- HOV Points = 50% of actual toll transaction
- Support for all 8 managed lanes in DFW (Cintra & TransCore operated roads)

### **Phase 2 - US 75 Technology Lane**

### **Phase 3 and Beyond - Corridor & Event Rewards**

- HOV Points for HOV travel on specific road segments for any event purpose
- Support for any road segment (including toll roads), any day of week and 24/7/365, any area
- Support for other modes (transit, bicycles, pedestrians)
- Cash-out options and gamified tiers (e.g. Amazon e-credit, Visa cards, check, cash)
- Integrate with other rewards applications (e.g. Try Parking It)



## DFW Expected Program Costs (10 Years)

Phase	Year	Technology*	Marketing	Integration	Total
<b>Development/ Pilot Testing</b>	2016- 2018	\$ 3,150,000		\$850,000	\$4,000,000
<b>Implementation (10 Years)</b>	2019- 2028	\$16,000,000	\$3,000,000	\$1,000,000	\$20,000,000
<b>Total</b>		<b>\$19,150,000</b>	<b>\$3,000,000</b>	<b>\$1,850,000</b>	<b>\$24,000,000</b>

\*Technology includes system hardware, user beacons, app maintenance, and system operation. The cost might change. Costs do not include HOV rewards.

## Direct Cost Comparison

Estimated Direct Costs with Existing System (10 Years)	
Manual Enforcement	\$15,245,452
Enhancement to TEXPress Application	\$5,927,285
Marketing and Education	\$2,000,000
<b>Total</b>	<b>\$23,172,737</b>
Expected Total Cost for New System (10 years)	
<b>New Technology Operating and Marketing Cost</b>	<b>\$20,000,000</b>

\*Does not include indirect benefits such as safety, traffic flow, and legal savings.

# Indirect Benefits

## *Automated Vehicle Occupancy Verification*



Safety



Privacy Protection



Reliability/Compliance



Expandability



Easy to Use



Return on Investment

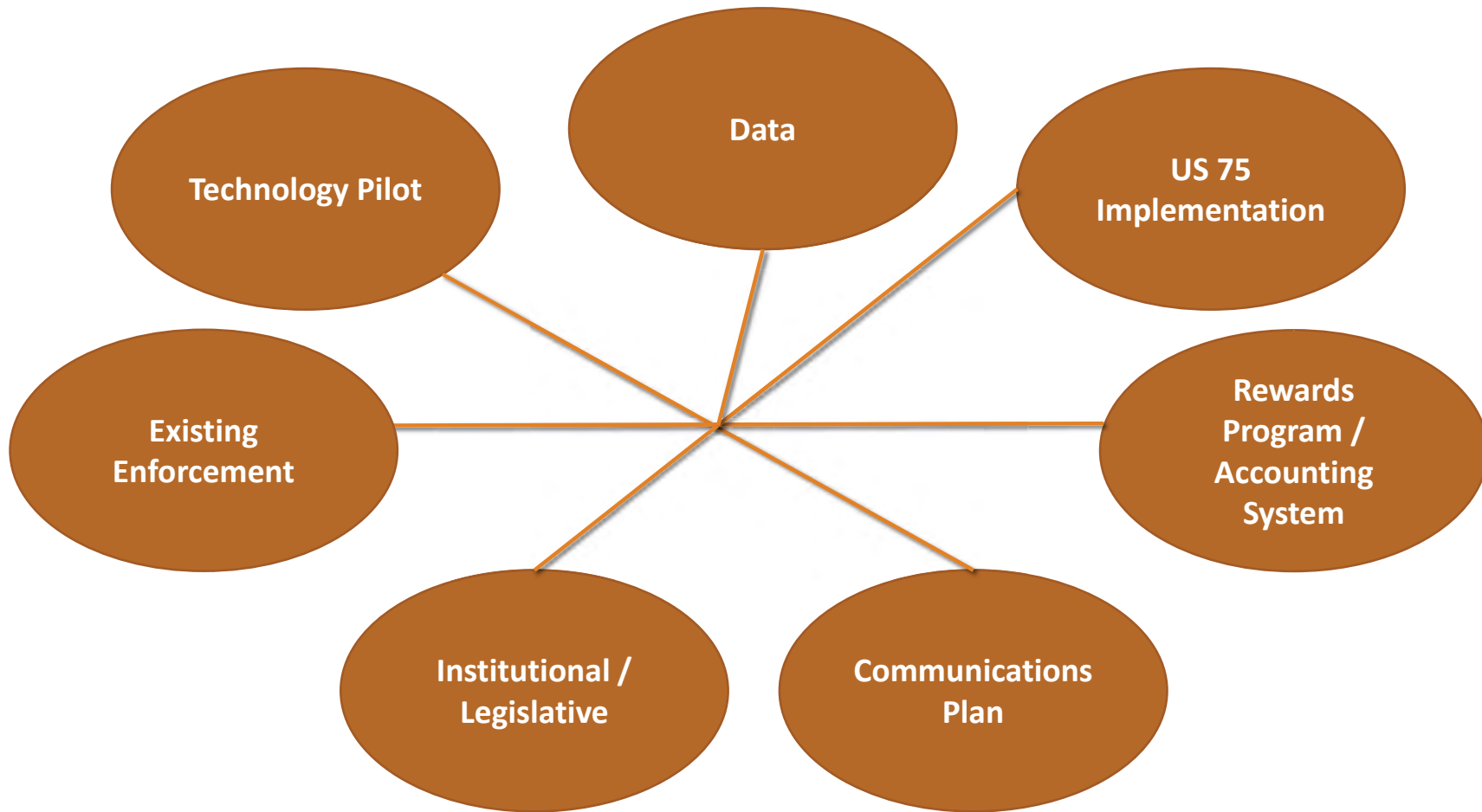


Air Quality/Congestion Benefits



Legal/Court

# Continue Monitoring through Implementation Process



## HOV Subsidy Reimbursement by Corridor

Corridor	Current Program	Proposed Program
<b>P3 Operated</b>		
LBJ	RTC Funded**	RTC Funded
NTE	RTC Funded**	RTC Funded
<b>TxDOT Operated</b>		
IH 635 East	No Reimburse, Not Collected	TxDOT Passthru*
DFW Connector	No Reimburse, Not Collected	TxDOT Passthru*
IH 30	No Reimburse, Not Collected	TxDOT Passthru*
IH 35E	No Reimburse, Not Collected	TxDOT Passthru*
Midtown Express	No Reimburse, Not Collected	TxDOT Passthru*
Future Facilities	No Reimburse, Not Collected	TxDOT Passthru*

\*Additional toll revenue will be collected on these corridors and rewards will be paid from this additional revenue.

\*\*\$17,590,000 total approved by RTC; ~ \$15,000,000 as of May 2018; Source: Regional Toll Revenue.

# Possible Adjustments to Tolled Managed Lane and Express Lane/HOV Policies

**Replacing Subsidy with Rewards**

**Transition from Manual Enforcement to Automated Verification**  
**- Eliminating the Court System**

## Draft Schedule

**August/September 2018** – Surface Transportation Technical Committee

**September** – Regional Transportation Council Workshop

**September/October 2018** – Regional Transportation Council

**October 2018** – Begin Implementation of Communication Plan

**Fall 2018** – TxDOT Endorsement for Application for DFW and Statewide

Soft Launch; **December 2018**, 10-15 regular users for each managed lane

Full Launch; **February 2019**, all managed lanes in DFW

## Action Requested

1. Recommend RTC approval of new HOV Rewards approach.
2. Recommend RTC approval of \$5,000,000 to fill the funding gap for three (3) years of implementation cost (FY19, 20, and 21). Bring back future year requests for FY22 and beyond.
3. Direct staff to administratively amend the TIP and other funding, planning, and administrative documents to reflect this action.



# Contacts

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Proposed Funding for Regional Trails

DRAFT Last Updated: 9/05/2018

Regional Trail Corridor	Trail Section	Phase	Total Project Cost	Federal 80% - 100%	Local Match by City	Other Local Match Contribution	TDC	Notes
Fort Worth to Dallas Regional Trail	Fort Worth Section: CentrePort Station to Grand Prairie city limits	Construction	\$5,400,000	\$5,400,000	\$0	N/A	1,080,000	Fort Worth Policy Bundle TDCs used for local match requirement
	Grand Prairie Section: Fort Worth city limits to Mike Lewis Trail	Construction	\$4,600,000	\$3,680,000	\$920,000	N/A		Cash match; Grand Prairie is not eligible for TDCs
	<b>Subtotal</b>			<b>\$10,000,000</b>	<b>\$9,080,000</b>	<b>\$920,000</b>		<b>1,080,000</b>

Regional Trail Corridor	Trail Section	Phase	Total Project Cost	Federal 80% - 100%	Local Match by City	Dallas County Local Match Contribution (\$1.4M)	TDC	Notes	
Cotton Belt Regional Trail	Entire Regional Trail (DFW North Airport to Plano Shiloh Station)	Design	\$8,200,000	\$8,200,000			1,640,000	Regional TDCs used for local match requirement	
	Critical Trail Sections (Coppell)	Construction	\$4,326,143	\$3,893,529	\$0	\$432,614	432,614	Coppell Policy Bundle TDCs used for balance of local match requirement	
	Critical Trail Sections (Carrollton)	Construction	\$1,014,457	\$811,565	\$101,446	\$101,446	0	Cash match; Carrollton is not eligible for TDCs	
	Critical Trail Sections (Addison)	Construction	\$3,074,689	\$2,459,751	\$307,469	\$307,469	0	Cash match; Addison is not eligible for TDCs	
	Critical Trail Sections (Dallas)	Construction	\$7,736,024	\$7,177,553	\$0	\$558,471	988,734	Dallas Policy Bundle TDCs used for balance of local match requirement	
	Critical Trail Sections (Richardson)	Construction	\$5,117,077	\$5,117,077	\$0	\$0	1,023,415	Richardson Policy Bundle TDCs used for local match requirement	
	<b>Construction Subtotal</b>			<b>\$21,268,390</b>	<b>\$19,459,475</b>	<b>\$408,915</b>	<b>\$1,400,000</b>	<b>2,444,763</b>	
	<b>Construction and Design Total</b>			<b>\$29,468,390</b>	<b>\$27,659,475</b>	<b>\$408,915</b>	<b>\$1,400,000</b>	<b>4,084,763</b>	

<b>Combined Total both Regional Trail Corridors</b>			<b>\$39,468,390</b>	<b>\$36,739,475</b>	<b>\$1,328,915</b>	<b>\$1,400,000</b>	<b>5,164,763</b>	
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# IMPLEMENTATION OF REGIONAL VELOWEB TRAIL CORRIDORS

Last-Mile Connections to Transit

Kevin Kokes, AICP

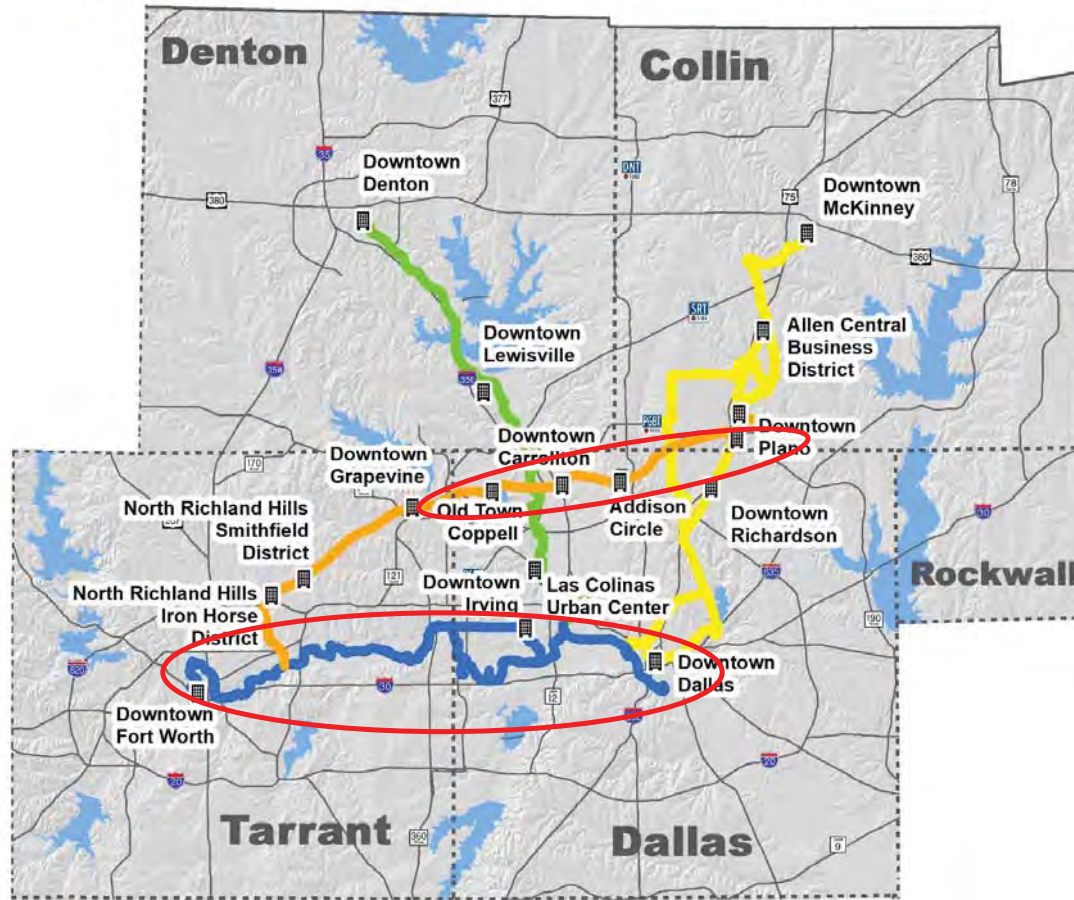






September 28, 2018

Surface Transportation Technical Committee



# Highlighted Regional Trail Corridors



-  Fort Worth to Dallas Regional Trail Corridor
-  Cotton Belt Regional Trail Corridor
-  Dallas to McKinney Regional Trail Corridor
-  Denton to Dallas Regional Trail Corridor

<u>Existing/Funded</u>	<u>Planned</u>	<u>Total</u>
52 miles	12 miles	64 miles
16.5 miles	28.5 miles	45 miles
67 miles	15 miles	82 miles
41 miles	13 miles	54 miles



# Background

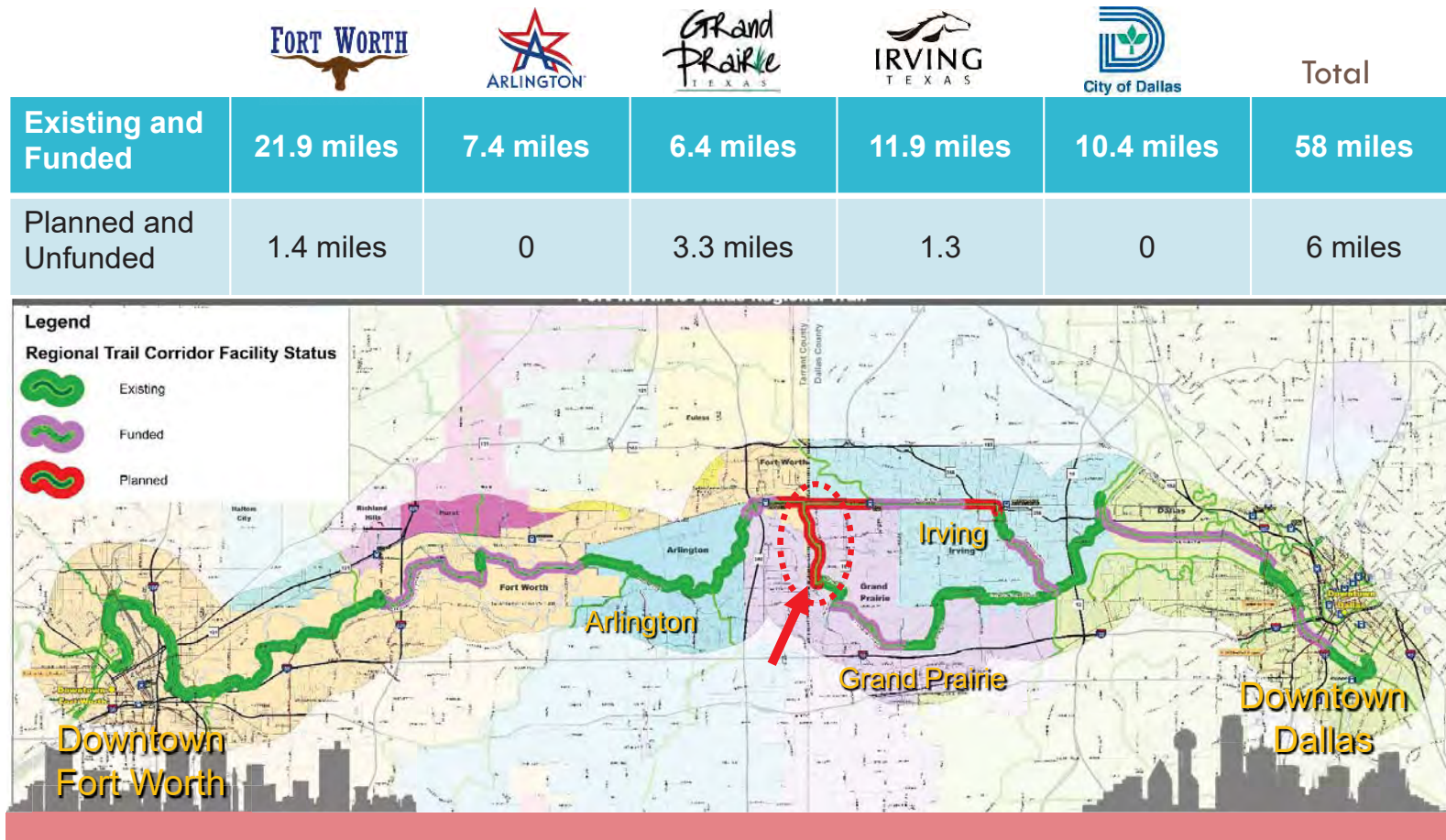
## Fort Worth to Dallas Regional Veloweb Trail

- December 1996** Regional Veloweb alignment included in Mobility 2020
- November 2013** Five Mayors meet and commit to implement the 64-mile Regional Veloweb alignment (24.5 miles need funding)
- 2014 to 2018** 18.5 miles of trail with funding commitments (variety of sources)
- Summer/  
Fall 2018** Funding request of RTC for 3.1 miles to complete a continuous 53-mile alignment connecting the five cities
- 1.4 miles from CentrePort TRE Station to Grand Prairie city limits
  - 1.7 miles from Fort Worth city limits to Mike Lewis Trail



Mayors (from left) Mike Rawlings, Dallas; Robert Cluck, Arlington; Betsy Price, Fort Worth; Ron Jensen, Grand Prairie, and Beth Van Dyne, Irving, met recently to discuss connecting their cities with a regional bicycle-pedestrian trail corridor.

# Fort Worth To Dallas Regional Veloweb Trail



# Background

## Cotton Belt Regional Veloweb Trail (DFW Airport to Plano)

7

- |                              |   |
|------------------------------|---|
| <b>December 1996</b>         | Regional Veloweb alignment included in <i>Mobility 2020</i>   |
| <b>2017 - 2018</b>           | NCTCOG, DART, and local jurisdictions coordinate opportunities for trail environmental clearance, design, and funding to construct “critical” trail sections                        |
| <b>Summer/<br/>fall 2018</b> | Funding requested of RTC for trail: <ul style="list-style-type: none"><li>• Design (26-mile corridor) and</li><li>• Construction (8.5 miles of “critical” trail sections)</li></ul> |
| <b>Early 2019</b>            | DART design/build contractor begins design and construction phases  |





# Summary of Proposed Funding for Regional Trail Implementation

Regional Trail Corridor	Total	Federal	Local	TDCs
<b>Fort Worth To Dallas Regional Trail</b> (Fort Worth and Grand Prairie Sections)	<b>\$10.0M</b>	<b>\$9.08M</b>	<b>0.92M</b>	<b>1.08M</b>
<b>Cotton Belt Regional Trail</b> (design for entire 26 mi. corridor)	\$8.20M	\$8.20M	-	1.64M
<b>Cotton Belt Regional Trail</b> (construction of "critical" sections)	\$21.27M	\$19.46M	\$1.81M	2.44M
<b>Cotton Belt Trail Total</b>	<b>\$29.47M</b>	<b>\$27.66M</b>	<b>\$1.81M</b>	<b>4.08M</b>
<b>Combined Total Both Corridors</b>	<b>\$39.47M</b>	<b>\$36.74M</b>	<b>\$2.73M</b>	<b>5.16M</b>

# Schedule for Funding Request

	Date
<b>BPAC Briefing</b>	8/15/18
<b>STTC Information Item</b>	8/24/18
<b>Public Meetings</b>	Early September
<b>RTC Information Item</b>	9/13/18
<b>STTC Action</b>	9/28/18
<b>RTC Action</b>	10/11/18
<b>All Local and State Funding Commitments in Place</b>	December 2018

# Requested Action

## Action Requested:

- ▣ Recommend RTC approval of the \$36.74M and the use of 5.16M TDCs as outlined in slide 12 and Electronic Item 4.1
- ▣ Direct staff to administratively amend the TIP and other funding, planning, administrative documents to reflect this action

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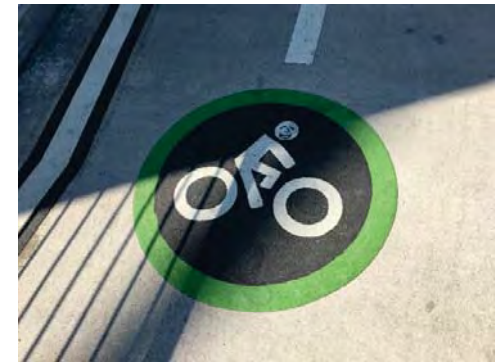
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## **Regional Trail Web Pages**

**Cotton Belt Regional Trail:**

[nctcog.org/CottonBeltTrail](http://nctcog.org/CottonBeltTrail)

**Fort Worth to Dallas Regional Trail:**

[nctcog.org/FWtoDALtrail](http://nctcog.org/FWtoDALtrail)

# Automated Vehicle Program 2.0

Surface Transportation Technical Committee  
September 28, 2018



Thomas Bamonte

# CMAQ/STBG FUNDING PROGRAMS

**STATUS**

**PROGRAM**

- Federal/Local Funding Exchanges
- Automated Vehicle Program
  - Round 1  Round 2
- Strategic Partnerships
  - Round 1  Round 2  Round 3/Intersection Improvements/Policy Bundle TDCs
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

= Project Selection Completed  = Program Partially Completed  
 = Pending STTC/RTC Approval

# **Automated Vehicle Program 2.0: Overview**

## **Three Projects:**

1. AV Planning Resources
2. AV Deployment Cost Assistance
3. Regional Priority AV Deployments

## **One Process: Opt-in to AV 2.0 Program**

## Project #1: AV Planning

**NCTCOG procures planner(s) to assist public entities attracting or facing AV deployments**

Planner(s) on retainer

Grant size tied to metric(s)—e.g., city population/deployment scale

Total: **Up to \$1.5M**, plus NCTCOG administration (\$200K approx.)

Funding source: To Be Determined [Federal or RTR]



## **Project #2: AV Deployment Cost Coverage**

**Cover costs associated with public entity hosting an AV deployment**

Grants payable upon actual AV deployment

Total: **Up to \$10M**, plus NCTCOG administration (\$600K approx.)

Funding source: To Be Determined [Anticipate Federal]

# **Project #3: Regional Priority AV Planning Deployments**

**Fund AV deployments for use cases not served by AV developers**

Competitive project selection

Total: **Up to \$20M**, plus NCTCOG administration (\$900K approx.)

Funding source: To Be Determined [Anticipate Federal]

## Process

1. Public entities express interest in hosting AV deployments.
2. Respondents eligible for grants.
3. Advance paperwork done to help ensure greatest possible cost coverage.
4. Public entities can join AV 2.0 Program at any time.

## Schedule

STTC Briefing	August 2018
Public Meetings	September 2018
RTC Briefing	September 2018
STTC Action	September 2018
RTC Action	October 2018
TIP Process Complete	April 2019
Funding Available	Late 2019

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**DRAFT**

Policy Position to Support Automated Vehicle Deployments Regionwide  
through the Automated Vehicle 2.0 Program  
(P18-01)

North Texas will build on its history of transportation innovation to be a leader in the deployment of automated vehicles (AV) to help achieve the region's mobility goals.

All North Texas communities should have the resources necessary to plan for automated vehicle deployments and to build effective partnerships with AV developers when they deploy these types of technologies in a community.

The region will make strategic investments in automated vehicle services to explore use cases and deployments in communities overlooked by AV developers.

The Automated Vehicle 2.0 Program will be administered to advance these policies.

# Engaging Diverse Audiences in Planning for Transportation and Improving Air Quality

## Public Participation Plan

February 2015

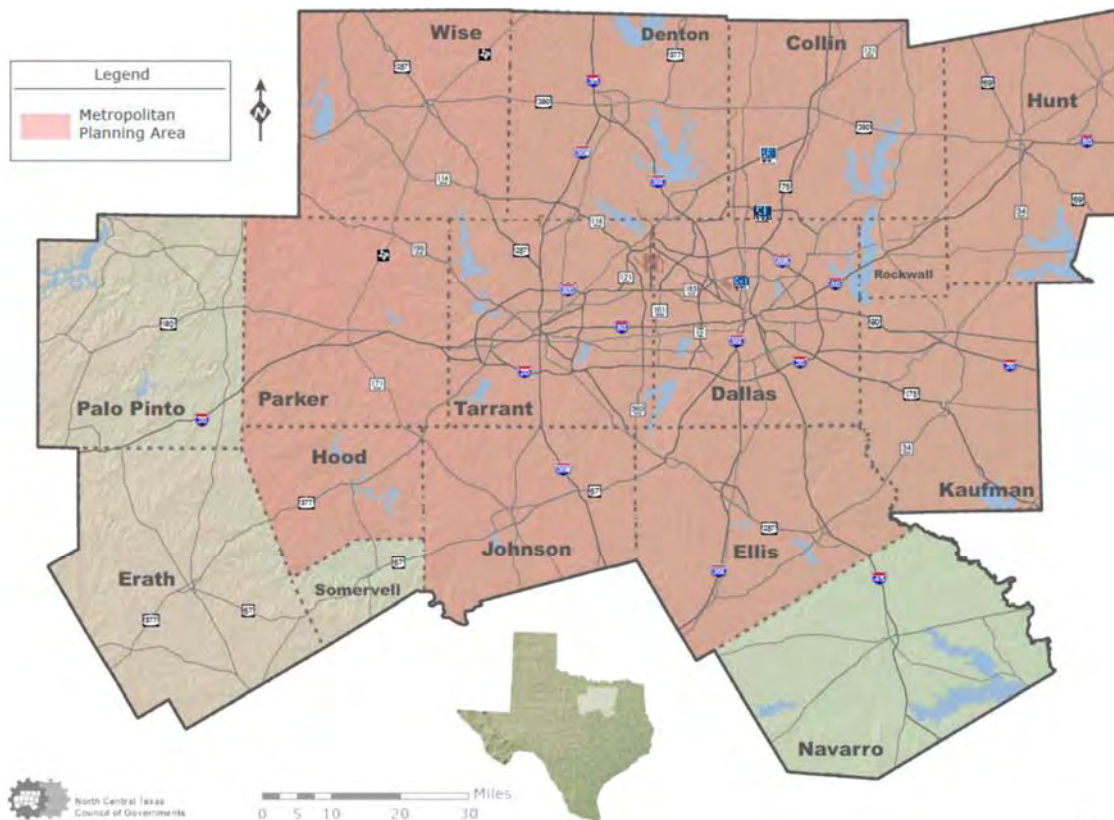


Metropolitan Planning Organization for the Dallas-Fort Worth Area

# 1. About the Metropolitan Planning Organization (MPO)

## ***North Central Texas Council of Governments Transportation Department and Regional Transportation Council***

As the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This is the area expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. About 6.8 million people live in the region today, and that is expected to increase to nearly 10 million by 2035. NCTCOG works with its transportation partners and all levels of government as well as the public to ensure traffic safety and congestion are addressed and choices such as passenger rail and bicycle-pedestrian facilities are part of the multimodal transportation system.



The Regional Transportation Council (RTC), the independent policy body of the MPO, oversees the work of the MPO, establishes priorities and guides the development of multimodal transportation plans, programs and partnerships. The RTC consists primarily of local elected officials and representatives from the area's transportation providers, and the RTC determines how to allocate federal, state and regional funds to transportation improvements. Committees and advisory groups lend expertise and develop recommendations for the RTC to consider.



## **2. Collaboratively Developing Solutions**

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### ***Communication, Coordination Enhance Transportation Plans***

Defining the future of transportation is a collaborative process, and the MPO works with many different individuals and groups to identify the transportation needs and solutions to preserve the quality of life in the region and ensure people and goods can travel safely, efficiently and reliably in the region today and in the future. Additionally, in the Dallas-Fort Worth area, the MPO must ensure transportation plans are consistent with federal goals to improve air quality because 10 Dallas-Fort Worth area counties do not meet the ozone standard set by the Environmental Protection Agency. The MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, it is important to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities. This Public Participation Plan outlines the responsibilities as well as the goals and strategies for engaging the broadest and most diverse audiences possible.

### ***Public Involvement Goals***

NCTCOG will continue to adhere to federal requirements for public involvement, in addition to finding new ways of engaging the public in the transportation planning and programming process. The laws and legislation relevant to public participation and how NCTCOG responds to each are outlined in Appendix A.

To engage diverse audiences in planning for transportation and improving air quality, an integrated communications and outreach plan must be implemented. Making content relevant, removing barriers to participation and stating information simply and visually will facilitate understanding and meaningful input. NCTCOG not only seeks to inform and educate but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, which provides the support for whatever transportation decisions are made. Finally, monitoring, evaluating and refining communications and outreach strategies will ensure NCTCOG's efforts to inform and gather input are inclusive and effective. Public involvement goals and the strategic priorities to accomplish each are outlined below.

#### **Inform and Educate**

- Increase awareness and understanding of the MPO among North Texans.
- Connect with organizations and community leaders who can help reach more people and engage those individuals in the planning process.
- Make information accessible and understandable.
- Provide timely public notice of information resources and opportunities to comment on plans, policies and programs.
- Develop visuals to illustrate and enhance communications.
- Ensure transparency as Regional Transportation Council and the standing technical, policy and strategic committee meetings are all open meetings that anyone can attend.
- Provide language translation and alternate formats as requested.

### **Engage Diverse Audiences and Encourage Continued Participation**

- Identify the affected public and other stakeholder groups with respect to the plans, programs, projects, policies and partnerships under development.
- Encourage input to be submitted in numerous ways, including those that are flexible, creative and innovative.
- Clearly define purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships.
- Eliminate barriers to participation by allowing 24/7 access to information and comment opportunities and hosting public meetings at accessible locations and convenient times but complemented by a video recording that can be viewed as individual schedules permit.
- Document and respond, as needed, to comments received, whether at a public meeting, an outreach event or received by mail, e-mail, website or social media.
- Share public input with technical and policy committees.
- Use input to develop policies, plans and programs, making the final versions easily accessible.

### **Evaluate Public Participation Strategies**

- Incorporate more surveys at events and online.
- Review quantitative and qualitative data for outreach and communications efforts.
- Review how public input influenced transportation decision-making.

### ***Diversity and Inclusiveness***

It is a priority to increase the number and diversity of participants.

Consistent with federal requirements outlined in Appendix A, NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into its Public Participation Plan. During the public participation process, populations that have been traditionally underserved by existing transportation systems, including but not limited to low-income and minority households, are sought out and their needs considered.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify areas having considerable numbers of protected populations, and this can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts.

A Language Assistance Plan (LAP) (Appendix B) outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outlines the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

Through building new relationships with organizations and communities that serve groups traditionally under represented, NCTCOG will reach far more individuals. Other opportunities to potentially increase the number and diversity of people reached and engaged include, but will not be limited to:

- Media outreach – traditional and non-traditional. Research newspapers and blogs serving areas with considerable numbers of protected populations.
- Paid advertising. Identify opportunities to place paid advertisements in strategically selected media and organization publications to encourage individuals to sign up to be involved in determining transportation plans for the region.
- Language translation.
- Community liaisons. Establish and facilitate a network of community liaisons who can share information and opportunities with those whom they interact with on a regular basis.
- Business outreach. Beginning with focus group-type meetings with chambers of commerce, staff will evaluate how to enhance outreach to the business community. Chambers of commerce, including minority chambers, are included in the public involvement contact list. Staff, however, will consult with chamber and business leaders to identify other opportunities to inform and involve businesses and employees.
- Non-profit coordination. Identify and develop opportunities to coordinate with non-profit organizations already effectively reaching segments of the North Texas population.

### ***Audiences and Stakeholders***

Collaboration and communication help develop the consensus needed for transportation plans, policies and projects that accomplish the mobility, quality of life and air quality goals of the region. NCTCOG strongly encourages involvement and input from individuals and groups who reside, have interest or do business in the North Texas area and may be affected by transportation and air quality decisions. Individuals especially connected to others, either formally or informally, are important to enhancing communications and outreach, as they can share information, resources and opportunities for public input. Further developing these connections will expand the reach of NCTCOG information and involve more people in transportation decision-making.

### **Groups and Individuals to Inform, Involve**

- Affected public agencies
- Affordable housing groups
- Airport operators
- City/county staff
- Commercial property interests
- Community groups (economic development organizations, neighborhood associations, chambers of commerce and business organizations, bicycle groups, community organizations)
- Community leaders
- Commuters
- Elected officials

- Environmental groups
- Federal and state wildlife, land management and regulatory agencies
- Freight industry (freight shippers, providers of freight transportation services)
- Higher education faculty, staff and students
- Individuals
- Landowners
- Limited English proficient persons
- Local and state emergency response agencies
- Low-income populations
- Media
- Minority populations
- Non-profit organizations
- Organizations focused on aging
- Organizations serving rural area residents
- Organizations serving veterans
- Private providers of transportation
- Professional organizations
- Public health organizations
- Public transit operators
- Public transit users
- Real estate professionals
- Representatives of agencies and organizations serving individuals with disabilities
- Representatives of public transportation employees
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- School district representatives
- Seniors
- Social service organizations
- State and local agencies responsible for growth and economic development
- Transportation advocates
- Transportation partners
- Tribal Governments
- Women's organizations
- Youth

## **Committees**

Standing and ad hoc committees, subcommittees, task forces and working groups provide valuable input, insight and coordination on planning for transportation and air quality issues in the region. The Regional Transportation Council (RTC) is the forum for cooperative decision-making by primarily elected officials of local governments in the Metropolitan Planning Area. The Regional Transportation Council meets regularly on the second Thursday of each month.

The Surface Transportation Technical Committee provides technical review and advice to the Regional Transportation Council with regard to the surface transportation system. Other technical committees, determined by the NCTCOG Transportation Director, as needed, shall provide technical review and advice for the regional transportation planning process.

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. For more on the committees, past and upcoming meetings and other information, visit [www.nctcog.org/trans/committees](http://www.nctcog.org/trans/committees).

### **3. Specific Opportunities for Involvement, Outcomes**

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#### ***Early and Continuous Public Engagement Complements Focused Efforts for Outcomes, Milestones***

NCTCOG strives to continuously inform and involve the public. North Texans are encouraged to submit comments and questions at anytime. However, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seek to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, business and community groups, non-profits, stakeholders and interested residents who all have a stake in the outcomes have opportunities to be involved in determining the future of transportation in the region. As such, the level of outreach and opportunities for input correlate to the significance of the transportation planning outcomes and milestones.

#### ***Consideration of and Response to Public Comments***

NCTCOG compiles, summarizes and responds to (as appropriate), substantive comments submitted on plans, programs and policies. Public input provides NCTCOG and the RTC with community insight that can be balanced with professional expertise and technical analysis to reach an informed decision. In the event that more than one public meeting is scheduled, the public comment period begins the day of the first meeting. When a specific comment period is stated, comments must be received by 11:59 pm CST on the date specified as the deadline.

With an increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

#### ***Additional Comment Opportunities for Changes to Final Plans***

If any of the final plans or programs differ significantly from the draft that was made available for public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be made available. At the minimum, the format of the additional comment opportunity will be the same as the initial opportunity and have a minimum 14-day comment period, unless provisions for an expedited comment period apply as outlined above. In the case of public meetings, the number and location of the subsequent public meeting(s) may vary, but at a minimum one public meeting will be held at NCTCOG, and a video recording of that meeting will be posted online.

Minor changes or changes that could have reasonably been foreseen can be made without further opportunities for public involvement. This is consistent with CFR § 450.316 (a)(1)(viii) included in Appendix A.

#### ***Inclement Weather and Public Comment Periods***

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancelation of one or more public meetings,

NCTCOG will first notify the public of the cancelation through e-mail, web page updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at [www.nctcog.org/input](http://www.nctcog.org/input), the deadline for public comments will remain as if weather was not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period. If action initiating a public comment period, such as posting information to [www.nctcog.org/input](http://www.nctcog.org/input) for review, is delayed by inclement weather, staff will communicate by e-mail and social media the delay and again when the information becomes available. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather was not a factor.

### **Public Participation Plan Development and Updates**

The Public Participation Plan describes the public involvement responsibilities of the MPO and outlines goals and strategies for engaging the broadest and most diverse audiences possible in the transportation planning process. Staff monitor and evaluate communication and outreach strategies and review federal legislation and guidance for public participation. As communications trends and transportation planning requirements change, staff will determine the level and timing of changes needed to the Public Participation Plan. Staff will align input opportunities with the extensiveness of proposed changes.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development or update of the Public Participation Plan	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	45 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Update to one or more Public Participation Plan appendix or legislative reference in the document	Proposed changes posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	45 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> </ul>
Typographic or grammatical correction	None, changes not substantive	Not applicable	Not applicable

**Unified Planning Work Program (UPWP)**

The Unified Planning Work Program for Regional Transportation Planning provides a summary of the transportation and related air quality planning tasks conducted by the MPO. It is developed every two years and serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. Included in the UPWP are detailed descriptions of the transportation and air quality planning tasks with a summary of the amount and source of funds to be used. The UPWP is developed in cooperation with the Texas Department of Transportation, transportation authorities, toll authorities and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies. This information is combined with regional needs identified by NCTCOG, and after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years. The UPWP is modified periodically to reflect new initiatives, project modifications and funding adjustments.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development of the UPWP	One public meeting that is also video recorded and available online with materials to outline recommendations.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Modifications	Video summary and recommendations posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> </ul>

## ***Metropolitan Transportation Plan***

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the Metropolitan Transportation Plan. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation in the region. As such, numerous outreach and communications strategies are implemented to engage a diverse audience in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, e-mail and mail notices, presentations to community groups and public meetings for both the development of the Metropolitan Transportation Plan and review of its final recommendations prior to Regional Transportation Council approval consideration. Public comments on the Metropolitan Transportation Plan will be included in the documentation of the plan or by reference to the Transportation Conformity documentation.

Changes to the Metropolitan Transportation Plan are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

The most comprehensive set of changes, an update, is a complete review of the Metropolitan Transportation Plan that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update.

An amendment incorporates a significant change to one or more projects included in the Metropolitan Transportation Plan, but it does not modify the demographic assumptions or overall timeframe for a plan. The addition or deletion of a project is completed through the amendment process. Other examples of changes to projects that would require an amendment include, a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope, e.g., changing project termini or the number of through traffic lanes. An amendment requires public review and comment and redemonstration of fiscal constraint. Changes to projects that are included only for illustrative purposes outside of the financially constrained section of the plan do not require an amendment.

It should be noted that the purpose of the public comment and review period in all cases is to solicit feedback on the recommendations and information documented in the Metropolitan Transportation Plan. As a result, it is sometimes necessary to make minor modifications to the Metropolitan Transportation Plan documentation and coded transportation model networks. These modifications may include updating existing project data, correcting erroneous information, or clarifying text. In the event that these types of changes are necessary during the public comment and review period, revised documentation will be posted online at [www.nctcog.org/input](http://www.nctcog.org/input) and the associated Metropolitan Transportation Plan website. Notification of these revisions will be provided to the public involvement contact list and through social media.



Administrative modifications are minor changes to project/project phase costs, funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative revision is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination. This could also include project clarifications or technical network coding/reporting corrections consistent with NCTCOG review, public comments and conformity partner comments.

Finally, changes to the section of non-regionally significant projects in the Metropolitan Transportation Plan may be incorporated through the Transportation Improvement Program modification process to ensure consistency between the two documents.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Metropolitan Transportation Plan	A series of public meetings shall be held at least 60 days prior to requesting RTC approval. A second series of public meetings will be held at least 30 days prior to RTC approval. Meetings will be throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days following each meeting	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Metropolitan Transportation Plan Update	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

## ***Metropolitan Transportation Plan, continued***

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Metropolitan Transportation Plan Amendment	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Metropolitan Transportation Plan administrative revisions	Summary of modifications accessible from <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> for informational purposes.	Not applicable	<ul style="list-style-type: none"> <li>• Availability of information included on next notice for a public input opportunity</li> </ul>

## Transportation Improvement Program

As projects listed in the Metropolitan Transportation Plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive, multi-year list of funded transportation projects. The TIP lists projects with committed funds from federal, state and local sources. To maintain an accurate project listing, this document is updated on a regular basis, according to the Transportation Improvement Program Modification Policy in Appendix C. The modification policy defines types of TIP modifications and the related procedures. Every two to three years, NCTCOG, in cooperation with the Texas Department of Transportation, local governments and transportation agencies, develops a new TIP. Public comments on the TIP will be included in the documentation of the TIP or by reference to the Transportation Conformity documentation. With an increased focus on expediting project implementation and funding allocation, there may be very rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Transportation Improvement Program	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
TIP Revisions requiring Regional Transportation Council approval	Recommendations posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
TIP Administrative Amendments and modifications supporting previous RTC action	Summary of modifications accessible from <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> for informational purposes.	Not applicable	<ul style="list-style-type: none"> <li>• Availability of information included on next notice for a public input opportunity</li> </ul>
Project changes not requiring TIP modification	Not applicable	Not applicable	Not applicable

## Transportation Conformity

The region's long- and short-range transportation plans, the Metropolitan Transportation Plan and Transportation Improvement Program, must comply with federal air quality regulations because the Dallas-Fort Worth area is designated by the EPA as nonattainment for the pollutant ozone. The Transportation Conformity analysis documents that the total ozone-causing pollution expected from all of the region's planned transportation projects are within limits established in the State Implementation Plan. The analysis incorporates, among many factors, the expected completion date of transportation projects. The draft conformity determination of the Metropolitan Transportation Plan and Transportation Improvement Program and supporting documentation shall be made available at the related public meetings.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Transportation Conformity draft related to changes to the transportation system	One or more public meetings at least 30 days prior to RTC approval.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

## Transportation Conformity, continued

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity draft related to changes in the emission budget of the State Implementation Plan and/or nonattainment area boundary changes	Draft conformity determination and supporting data posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Transportation Conformity approval by federal partners	None, final approval available at <a href="http://www.nctcog.org/conformity">www.nctcog.org/conformity</a>	Not applicable	<ul style="list-style-type: none"> <li>• News release announcing federal approval</li> </ul>

**Federal Transit Administration Funding**

Local public transportation providers receive Federal Transit Administration (FTA) funds through the Urbanized Area Formula Program. The providers request Urbanized Area Formula Program funds, including Job Access / Reverse Commute (JA/RC) projects, through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to two percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for Job Access / Reverse Commute projects. NCTCOG follows the same public involvement procedures when recommending the award of funds through a Call for Projects. Local public transportation providers may also receive funds from other FTA formula programs, and the public will have an opportunity to review and comment on the recommendations. Whenever possible, draft POPs and other funding recommendations will be combined with a discussion about regional public transportation needs and priorities to garner interest and provide for a more comprehensive discussion. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Funding recommendations for other Federal Transit Administration formula programs, e.g., Bus and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities and State of Good Repair	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

## Annual Listing of Obligated Projects

Federal regulations require NCTCOG to develop an annual listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year. NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles the information and publishes the annual listing of projects at [www.nctcog.org/annual](http://www.nctcog.org/annual).

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Publishing of Annual Listing of Obligated Projects	Review only at <a href="http://www.nctcog.org/annual">www.nctcog.org/annual</a>	Not applicable	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> </ul>

## Congestion Management Process

The Congestion Management Process outlines lower-cost projects and programs for the effective management of transportation facilities and systems, maximizing the benefit of available resources and improving reliability of the system. A transportation system as large as Dallas-Fort Worth's needs more than just capital improvements to run smoothly. The CMP includes quick-to-implement, low-cost strategies to better operate the system and manage travel-demand. These strategies complement costly infrastructure improvements. This plan is required of metropolitan areas with populations exceeding 200,000 people, and it is updated periodically.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Congestion Management Process	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

## ***Environmental Studies***

Whenever NCTCOG is involved in the development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies; and when applicable, the Texas Department of Transportation Environmental Manual, will be met. During this process, NCTCOG will continuously coordinate with the implementing agency.

Additionally, as the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours. The comment period is determined by the agency publishing the document.

## **4. Integrated, Comprehensive Outreach and Communications**

### ***Expanding Opportunities to Learn about, Provide Input on Plans***

By offering information in a variety of formats, NCTCOG is able to include far more people in the planning process than relying on a limited number of strategies and opportunities. Efforts to inform and gather input from the public include, but are not limited to, the following strategies.

Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

### ***Websites and Technology***

Advances in technology have made it easier for the public to participate in the planning process on their own free time using a computer or mobile device. An increase in ownership of smart phones is narrowing the digital divide and presents additional opportunities to engage users.

The Internet is a dynamic tool that allows NCTCOG to reach a large cross section of people at times conducive to their schedules. People have access to web-based information 24 hours a day, seven days a week. Websites, e-mail lists, online video, webinars and social media can all be used to inform, educate and start dialogues about transportation planning.

NCTCOG maintains a website, [www.nctcog.org/trans](http://www.nctcog.org/trans), that provides easy access to information about the plans, programs and policies of the MPO. The website includes a calendar of events, committee activities and actions, requests for proposals and requests for qualifications and electronic versions of plans, reports, policies and program information. The site includes a search feature that allows users to find specific documents or other information using key words.

When information is released for public review and comment, it will be available at [www.nctcog.org/input](http://www.nctcog.org/input), which will be included on all communications announcing the public review and comment opportunity.

This site includes a Public Involvement web page, [www.nctcog.org/trans/outreach/involve](http://www.nctcog.org/trans/outreach/involve), to provide the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. A printable public notification form for mailing or an online version that can be used via e-mail is available.



Interested parties may also directly access all Transportation Department staff members via e-mail, phone, fax or postal mail.

Finally, website visitors can easily subscribe to receive information from NCTCOG and submit comments and questions. Public information staff can make available to the public items on the website if a person does not have Internet access.

### ***Social Media***

The NCTCOG Transportation Department maintains a social media presence to inform North Texans about programs, projects, policies and opportunities for them to give input and be involved in the decision-making process. This includes the use of Facebook, Twitter, Instagram, Vimeo and YouTube. Additional types of social media may be added in the future. NCTCOG staff will post information on the department accounts and monitor and respond to questions and concerns as warranted. Additionally, staff occasionally submit suggested social media content to cities, chambers of commerce and other organizations for inclusion in their communications.

### ***Video***

One of several visualization techniques, video is used to increase understanding of complex transportation plans, policies and programs. Video recordings of public meetings and Regional Transportation Council meetings are posted online at [www.nctcog.org/video](http://www.nctcog.org/video). Video recordings of selected other meetings and workshops are also available. Additionally, short, informational videos are posted at [www.youtube.com/NCTCOGtrans](http://www.youtube.com/NCTCOGtrans) and [www.vimeo.com/NCTCOGtrans](http://www.vimeo.com/NCTCOGtrans). As needed, video will complement materials available for public review and comment at [www.nctcog.org/input](http://www.nctcog.org/input). Depending on the length of the video, not only will it be online at [www.nctcog.org/input](http://www.nctcog.org/input), but it will also be available at [www.nctcog.org/video](http://www.nctcog.org/video) or [www.youtube.com/NCTCOGtrans](http://www.youtube.com/NCTCOGtrans).

### ***Public Meetings, Workshops, Conferences, Forums and Other Events***

For large, complex or extensive transportation planning efforts, public meetings, workshops, roundtables, conferences, forums and other events allow for in-depth discussion. Typically, these events are reserved for development of plans, programs and policies and significant changes to those as well as more project or study area specific discussions.

As needed, NCTCOG Transportation Department will host these events to gather input and build consensus among various transportation stakeholders. To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also reflect Environmental Justice considerations.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, the meeting(s) will be held in corridor(s) directly affected by the project.
- The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Upon request, language translation, including sign and foreign language interpreters and handouts in large print

or Braille, will be available. Additionally, staff will make every effort to accommodate requests from persons with disabilities. A minimum of three days advance notice is required for these arrangements to be provided. Public meeting notices will provide the telephone number and e-mail address to request special arrangements.

- At a minimum, the meeting will be audio taped. Video recording, however, is increasingly offered.

NCTCOG Transportation Department will, on occasion, provide other informational items at public meetings. Any additional information or materials may be requested at public meetings and NCTCOG can assure that information is mailed to citizens upon their request.

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Translated notices are sent to non-English newspapers. All public meetings are posted on the Texas Register website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and e-mailed to individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinate with public information officers of the cities in which meetings are scheduled, to request assistance in posting information, often on the city cable television channel, websites and social media accounts.

### ***Print and Digital Publications***

The NCTCOG Transportation Department develops publications designed to educate the public on transportation issues and encourage their active involvement. Many of the publications are sent to the public involvement contact list and made available at public meetings, community events and Regional Transportation Council and subcommittee meetings. All are available on the NCTCOG website or by contacting NCTCOG at [transinfo@nctcog.org](mailto:transinfo@nctcog.org) or 817-695-9240. Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages. Publications include, but are not limited to:

- *Citizen Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area*
- Educational pieces, such as topic-specific *Fact Sheets* and the annual report
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan Transportation Plan Executive Summary
- *Mobility Matters* (a newsletter mailed and e-mailed to the public involvement list)
- Notices of public meetings, opportunities for public review and comment, workshops and open house events

Various planning documents and other publications are available upon request. Most can also be viewed via the NCTCOG website. These documents include, but are not limited to:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Transportation Conformity Analysis
- Technical Report Series
- Unified Planning Work Program

Environmental documents received by the Metropolitan Planning Organization are also available to the public. As the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours.

Finally, staff occasionally submit suggested article content to cities, chambers of commerce and other organizations for inclusion in their communications.

### ***Stakeholder Interviews***

Meeting with regional transportation stakeholders, such as community and business leaders, non-profit organization representatives and other individuals help staff understand local communities and how to best share relevant information and engage more and increasingly diverse groups of people in the transportation planning process.

### ***Speakers Bureau***

Staff often present to organizations and groups such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, businesses and non-profits, among others. To schedule a speaker or for more information, e-mail [transinfo@nctcog.org](mailto:transinfo@nctcog.org) or call 817-695-9240.

### ***Media Relations***

Proactive media outreach efforts include distributing news releases on major projects and programs and opportunities for public input to more than 240 reporters at local media outlets and community news sources, including minority news media. The extensive media list includes all major television stations and newspapers as well as radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors and providing timely and accurate information. Staff participate in interviews with local and national print, radio and television media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area citizens regarding transportation issues.

### ***Surveys and Keypad Polling***

The NCTCOG Transportation Department may conduct surveys to determine public awareness and/or sentiment with regard to certain planning issues. Surveys may be relatively small endeavors designed to shed light on one or two issues, or may be large-scale planning endeavors. They may be in print and/or electronic versions.

Similar to a survey, keypad polling is another opportunity to gather input on community preferences and priorities. Polling questions can be integrated in a presentation and attendees respond with keypads provided by NCTCOG. Results can be immediately shown in the presentation or captured and reviewed later.

### ***Visualization***

Maps, charts, diagrams, illustrations, photographs, infographics, video and the use of color are used to visualize ideas, concepts, plans, projects and programs. Visualization elements are integrated in presentations, publications and website content.

## ***Advertising***

Paid advertising is used to announce public meetings, opportunities for public review and comment and other initiatives. Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and the U.S. Code of Federal Regulations emphasize the importance of public involvement, including public meetings and the opportunity for public comment, in the transportation planning process and require adequate notice be given to the public of these activities. As such, paid advertising complements other outreach and communications efforts. Ads are placed in select newspapers, including minority publications, to ensure regional coverage. Online advertising may be used to complement traditional print advertising.

## ***Mail and E-mail***

The public involvement mail and e-mail lists provide for the most direct forms of communication. Together, they represent a comprehensive way to reach member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including minority chambers), churches and individuals.

Individuals receive public meeting notices; information about public review and comment opportunities; announcements of workshops or open houses; educational brochures; newsletters; and other material suitable for mass mailings.

The lists are continually maintained and expanded based on requests from the NCTCOG Transportation Department web page (an online form is available for submission), returned mail and requests for additions and deletions from various sources and events.

## ***Community Events***

In an effort to educate the public and increase public awareness of transportation plans and programs, information is distributed at a variety of community events such as local government events, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, e-mail [transinfo@nctcog.org](mailto:transinfo@nctcog.org) or call 817-695-9240.

## ***Telephone Town Halls***

The NCTCOG Transportation Department will periodically host telephone town hall discussions. Announced through NCTCOG Transportation Department communications, interested individuals can sign up to participate. The format is similar to a radio show, except participants listen in from their phones. Staff provide information on a topic and callers can then ask questions or make comments. Callers can participate on either a landline or mobile phone and polling can be integrated in the discussion, as relevant. An audio recording is captured and posted online.

## ***Connections and Shareable Content***

Staff will seek to develop connections and partnerships with a wide range of outreach professionals, community groups, jurisdictions and agencies to extend the reach of messaging about transportation and air quality issues and opportunities for public input. Engagement of NCTCOG committee members and community leaders willing to share NCTCOG information will also help involve new audiences in the planning process.

## 5. Evaluation

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The evaluation structure incorporates both quantitative and qualitative evaluation and aligns the results with desired outcomes for measuring the strategy. Ultimately, staff gain a better understanding of how time and resources devoted to strategies are having an impact on public involvement and the overall transportation planning process.

<b>Strategy</b>	<b>Quantitative and Qualitative Evaluation</b>	<b>Desired Evaluation Outcomes</b>
<b>Website and Technology</b>	<ul style="list-style-type: none"> <li>• Website visits</li> <li>• Source of web traffic/referring websites</li> <li>• Time spent on web pages</li> <li>• Navigation on web pages</li> <li>• Search terms</li> <li>• Language</li> <li>• Browser/device</li> <li>• Geography</li> </ul>	<ul style="list-style-type: none"> <li>• Identification of trends and changes for website usage over time.</li> <li>• Understanding of how other outreach and communications strategies may influence website use.</li> <li>• Prioritization of and increased accesibility to information and opportunities for input most important to the public.</li> </ul>
<b>Social Media</b>	<ul style="list-style-type: none"> <li>• Interactions and engagement</li> <li>• Audience</li> <li>• Content views</li> <li>• Geography</li> </ul>	<ul style="list-style-type: none"> <li>• Broader distribution of information and public involvement opportunities through shareable content, interactions and engagement.</li> <li>• Increased feedback and public input.</li> </ul>
<b>Video</b>	<ul style="list-style-type: none"> <li>• Views</li> <li>• Average view duration/time spent</li> <li>• Geography (NCTCOG website only)</li> <li>• Information viewed (NCTCOG website only)</li> <li>• Engagement/likes (YouTube only)</li> <li>• Subscribers (YouTube only)</li> </ul>	<ul style="list-style-type: none"> <li>• Access to meetings at anytime from anywhere.</li> <li>• Engaging, visual content to make complex transportation issues more understandable.</li> <li>• Elimination of time constraint and travel/geographic barriers.</li> </ul>

<b>Strategy</b>	<b>Quantitative and Qualitative Evaluation</b>	<b>Desired Evaluation Outcomes</b>
<b>Public Meetings, Community Workshops, Roundtables, Conferences, Forums and Other Events</b>	<ul style="list-style-type: none"> <li>• Number of events hosted</li> <li>• Attendance</li> <li>• Input received</li> <li>• Type of information distributed and shared</li> <li>• Geographic representation</li> <li>• Demographic information</li> <li>• Regional accessibility to event(s) or information (if applicable)</li> <li>• All events hosted at locations accessible to individuals with disabilities</li> <li>• Notification of how to request language translation or special accommodations at a public meeting</li> <li>• Communications strategies through which people learned about the event</li> <li>• Number of viewers of live or recorded video of the event</li> <li>• Communication strategies used to announce event</li> </ul>	<ul style="list-style-type: none"> <li>• Planned opportunities for the public to interact directly with staff.</li> <li>• Meaningful opportunities for all individuals to learn about and provide input on plans, programs and policies.</li> <li>• Notification of events through a variety of strategies.</li> <li>• Live and recorded video online complement in-person events, making information more accessible.</li> </ul>
<b>Print and Digital Publications</b>	<ul style="list-style-type: none"> <li>• Quantity of publications distributed</li> <li>• Distribution plan, e.g., accessibility of information in print and online</li> <li>• Website analytics for digital publications</li> <li>• Variety of publication formats</li> </ul>	<ul style="list-style-type: none"> <li>• Information is available in multiple formats and accessible to all communities.</li> <li>• Publication content encourages continued involvement in transportation planning.</li> <li>• Publications enhance understanding of plans, programs and policies.</li> </ul>
<b>Stakeholder Interviews</b>	<ul style="list-style-type: none"> <li>• Geographic representation</li> <li>• Variety of organizations/stakeholders interviewed</li> <li>• Opportunities for ongoing communication, engagement</li> <li>• Information learned to enhance communications, gather public input</li> </ul>	<ul style="list-style-type: none"> <li>• Increased understanding of audiences, region.</li> <li>• Identification of new opportunities to educate and engage new audiences and/or connections for shareable content.</li> </ul>

<b>Strategy</b>	<b>Quantitative and Qualitative Evaluation</b>	<b>Desired Evaluation Outcomes</b>
<b>Speakers Bureau</b>	<ul style="list-style-type: none"> <li>• Number of presentation requests</li> <li>• Groups reached</li> <li>• Number of people reached</li> <li>• Materials distributed</li> <li>• Input received</li> <li>• Topics of presentations</li> </ul>	<ul style="list-style-type: none"> <li>• Increased awareness of Transportation Department plans, programs and policies.</li> </ul>
<b>Media Relations</b>	<ul style="list-style-type: none"> <li>• Media coverage</li> <li>• Media requests</li> <li>• Number of news releases</li> <li>• Media contact list characteristics, e.g., number of reporters, types of news sources, regional diversity, inclusion of minority news sources</li> </ul>	<ul style="list-style-type: none"> <li>• Proactive media relations and communication of Metropolitan Planning Organization news, policies, programs and opportunities for public involvement.</li> <li>• Understanding of local, regional, statewide and national media coverage of transportation and air quality stories relevant to the Dallas-Fort Worth area.</li> </ul>
<b>Surveys and Keypad Polling</b>	<ul style="list-style-type: none"> <li>• Response rate</li> <li>• Completeness of responses</li> <li>• Percent of respondents who would participate in a public involvement activity again</li> </ul>	<ul style="list-style-type: none"> <li>• Feedback and public input.</li> <li>• Relevant, accessible and simple opportunities to gather feedback and public input.</li> <li>• Information about public understanding, awareness and priorities.</li> <li>• Results facilitate further discussion and inform decisions.</li> </ul>
<b>Visualization</b>	<ul style="list-style-type: none"> <li>• Visualization resources available to staff</li> <li>• Use of visualization in presentations and publications and on the website</li> <li>• Input received</li> <li>• Demonstrated or stated understanding of ideas, concepts, plans, projects or programs among intended audience</li> </ul>	<ul style="list-style-type: none"> <li>• Improved understanding of ideas, concepts, plans, projects and programs.</li> <li>• Informed input.</li> <li>• Facilitates analysis of data.</li> </ul>
<b>Advertising</b>	<ul style="list-style-type: none"> <li>• Impressions/number of people potentially reached</li> <li>• Click throughs of online ads</li> <li>• Comments received noting advertising</li> <li>• Diversity of advertising placements, e.g. minority news sources</li> </ul>	<ul style="list-style-type: none"> <li>• Broad regional distribution of opportunities for public input.</li> </ul>

<b>Strategy</b>	<b>Quantitative and Qualitative Evaluation</b>	<b>Desired Evaluation Outcomes</b>
<b>Mail and E-mail</b>	<ul style="list-style-type: none"> <li>• Number of contacts</li> <li>• Number of new contacts</li> <li>• Number of unsubscribes</li> </ul>	<ul style="list-style-type: none"> <li>• All interested individuals, organizations and communities receive regular communication from the department.</li> </ul>
<b>Community Events</b>	<ul style="list-style-type: none"> <li>• Number of events attended</li> <li>• Location of events</li> <li>• Number of events held/attended that provided opportunities for strengthening relationships with environmental justice populations</li> <li>• Event attendance</li> <li>• Interactions</li> </ul>	<ul style="list-style-type: none"> <li>• Opportunity for the public to interact directly with staff in an informal setting.</li> <li>• Makes information accessible where people are already gathering instead of requiring people seek it out.</li> <li>• Attending events throughout the region is important in the large planning area.</li> </ul>
<b>Telephone Town Halls</b>	<ul style="list-style-type: none"> <li>• Number of telephone town halls hosted</li> <li>• Number of registrants</li> <li>• Number of participants</li> <li>• Participation during telephone town hall</li> <li>• Input received</li> <li>• Topics of telephone town halls</li> <li>• Website analytics for registration page</li> </ul>	<ul style="list-style-type: none"> <li>• Elimination of time constraint and travel/geographic barriers.</li> <li>• Planned opportunities for the public to interact directly with staff.</li> <li>• Meaningful opportunities for all individuals to learn about and provide input on plans, programs and policies.</li> </ul>
<b>Connections and Shareable Content</b>	<ul style="list-style-type: none"> <li>• Article and social media content sent to partners, local governments, community groups and other organizations</li> <li>• Content published by partners, local governments, community groups and other organizations</li> <li>• New audiences reached through established connections</li> </ul>	<ul style="list-style-type: none"> <li>• Extended reach of messaging about transportation and air quality issues and opportunities for public input.</li> <li>• Sustained engagement of connections who influence/conduct outreach.</li> <li>• Communication in a format that facilitates sharing with others.</li> </ul>



### ***Overall Quantitative and Qualitative Evaluation***

Ongoing evaluation of the overall public participation process will consider the following data, and the information will be used to establish priorities and refine efforts.

- Type and quantity of materials distributed
- Translation of materials
- Number of opportunities for specific public input
- Number of public comments
- How comments influence regional transportation plans
- Timely responses to public comments
- Communication about final plans, policies and programs following public input opportunities

### ***Evaluation of Project-specific Outreach***

Some or all of the strategies outlined in the Public Participation Plan may be used for project-specific outreach, and the corresponding evaluation criteria and outcomes apply. Additional outcomes, however, may also be established to complement measureable public involvement goals for public involvement specific to the project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect. How public involvement influences or changes the project will be communicated throughout the project and documented in final reports as applicable.

# Public Participation Plan (February 2015)

## Appendix A

### ***Laws and Legislation Relevant to Public Participation***

#### **Federal Legislation and Executive Orders**

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##### ***Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)***

MAP-21, the most recent federal transportation legislation, and the associated implementing regulations emphasize the importance of public involvement and contain specific language outlining requirements for public participation processes and procedures. In general, MAP-21 legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21 and SAFETEA-LU) and did not establish any new requirements.

Elements of the Public Participation Plan that specifically respond to requirements:

- Notices of public input opportunities, including public meetings, will be sent to newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses and chambers of commerce (including minority chambers). NCTCOG will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities as well as stakeholders outlined in federal requirements.
- Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG website, local media sources and open meetings.
- To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos and computer simulation in its public involvement activities.
- Reports, plans, publications, recent presentations and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via e-mail. Interested parties may subscribe to receive topic specific e-mail correspondence. Additional web-related communication tools are evaluated continuously for implementation.
- Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meeting materials and summaries are archived online and hard copies can be mailed upon request.
- Public meetings will be held during development of the Transportation Improvement Program, Metropolitan Transportation Plan and Unified Planning Work Program. There are also online public input opportunities. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be included in documentation of the TIP and the MTP or via reference to Transportation Conformity documentation.

- If the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be provided.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

**23 CFR §450.316 Interested parties, participation, and consultation.**

(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

## ***Title VI of the Civil Rights Act of 1964: Nondiscrimination in Federally Assisted Programs***

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outlines the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

## ***Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations***

In response to Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, NCTCOG's policy reflects that no segment of the region should, because of race, economic makeup, age, sex, or disability, bear a disproportionate share of the adverse human health or environmental effects, including social and economic effects, of its programs, policies and activities or be denied equal access to environmental benefits. Other fundamental concepts of Environmental Justice included in NCTCOG's policy are to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in, or significant delay in receipt of benefits by minority and low-income populations.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify areas having considerable numbers of protected populations, and this can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts.

## ***Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency***

In 2000, President William J. Clinton signed Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency. The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

A Language Assistance Plan (LAP) (Appendix B) outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. According to U.S. Department of Transportation Guidelines, a four-factor analysis is used to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

The four-factor analysis considers:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity or service.
2. The frequency with which LEP individuals come in contact with the program.
3. The nature and importance of the program, activity or service provided by the federal-funding recipient to people's lives.
4. Resources available to federal-funding recipients and costs of language assistance.

The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

# Public Participation Plan (February 2015)

## Appendix B

### ***Language Assistance Plan (Updated February 2014)***

The North Central Texas Council of Governments (NCTCOG) is committed to incorporating environmental justice elements and Title VI considerations into the public participation process for transportation planning. Input and involvement from populations that have been traditionally underserved by existing transportation systems including, but not limited to, low-income and minority households, are sought out and their needs considered. Various communication strategies and information formats seek to make information easily accessible and understandable.

Title VI states that no person shall be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination whether intentional or where the unintended effect is unduly burdensome. The North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures (Appendix D) establishes a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

The U.S. Department of Transportation defines Limited English Proficiency (LEP) as persons who do not speak English as their primary language and who have limited ability to read, write, speak, or understand English.

#### Executive Order 13166

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Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

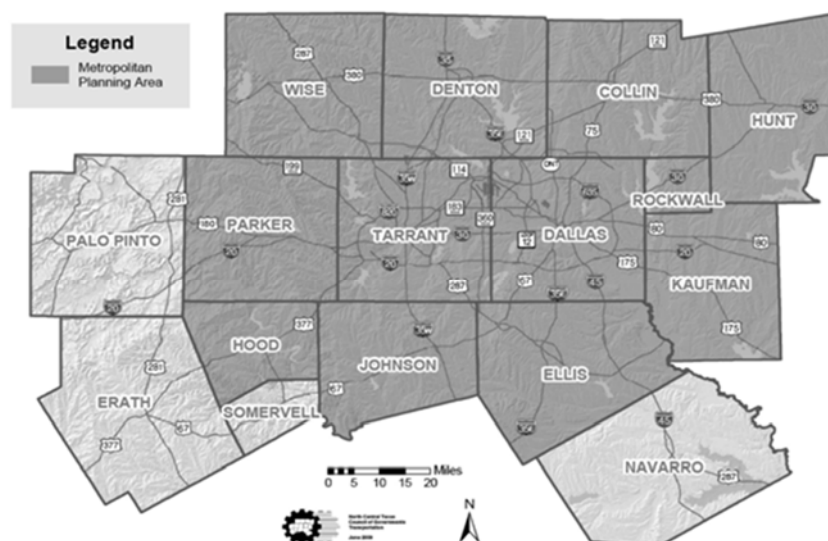
### **Identification of LEP Populations and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs**

The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting LEP persons. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

*Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient grantee.*

The Metropolitan Planning Area boundary encompasses 12 counties (Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise).

### **Limited English Proficiency Service Area**





Data for the 12-county Metropolitan Planning Area was gathered using the 2000 Decennial Census and the 2006-2010 American Community Survey to analyze a ten-year change. Data from the 2008-2012 American Community Survey was also included to show the most recent language statistics available. LEP persons were classified as anyone over the age of five that described their ability to speak English as 'well,' 'not well,' and 'not at all.' Figures from both data sets were compiled to provide an approximation for the rate of growth of LEP persons in the service area.

In 2010, the American Community Survey estimated population over five was 5,698,467 for the 12-county region. The LEP population was 765,371, approximately 13.4 percent of the total population over five. Data from the 2000 Census showed the LEP population to be 596,426; which is a 28.3 percent increase. Spanish was the largest language represented among the LEP population with 11 percent of the total population. Asian languages were the second largest group among the LEP population comprising 1.6 percent of the total population. LEP individuals speaking Indo-European languages and Other languages comprised 0.6 percent and 0.2 percent of the total population, respectively.

**LEP Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area**

Total Metropolitan Planning Area (MPA) Population Over 5		Total MPA LEP Population	% LEP of Total Population	Total MPA Spanish LEP Population	% Spanish LEP of Total Population	Total MPA Asian Languages LEP Population*	% Asian Languages LEP of Total Population	Total MPA Indo-European Languages LEP Population	% Indo-European Languages LEP of Total Population	Total MPA Other Languages LEP Population	% Other Languages LEP of Total Population
2000 Census	4,782,849	596,426	12.5%	486,399	10.2%	66,633	1.4%	29,705	0.6%	9,451	0.2%
2006-2010 American Community Survey	5,698,467	765,371	13.4%	624,880	11.0%	89,868	1.6%	35,731	0.6%	14,892	0.2%
2000-2010 % Change	19.4%	28.3%		28.5%		34.9%		20.3%		57.6%	
2008-2012 American Community Survey	5,947,648	788,157	13.3%	634,403	10.7%	95,643	1.6%	40,866	0.7%	17,245	0.3%
2010-2012 % Change	4.4%	3.0%		1.5%		6.4%		14.4%		15.8%	

Source: 2000 Census, 2006-2010 and 2008-2012 American Community Survey; www.census.gov

Limited English Proficiency (LEP) is classified as any person whose primary language is other than English and answered that their ability to speak English was “well,” “not well,” and “not at all.”

The Dallas-Fort Worth Metropolitan Planning Area consists of; Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties.

\*LEP Asian Languages for 2010 include: Vietnamese (0.58%), Chinese (0.33%), Korean (0.24%), Other Asian Languages (0.14%), Laotian (0.07%), Tagalog (0.06%), Thai (0.04%), Mon-Khmer, Cambodian (0.04%), Japanese (0.04%), Other Pacific Island Languages (0.02%) and Hmong (0.002%).

LEP Asian Languages for 2012 include: Vietnamese (0.62%), Chinese (0.35%), Korean (0.25%), Other Asian Languages (0.16%), Laotian (0.06%), Tagalog (0.06%), Mon-Khmer, Cambodian (0.04%), Japanese (0.04%), Thai (0.03%), Other Pacific Island Languages (0.02%) and Hmong (0.001%).

LEP data for individual languages is not available from the 2000 Census.

Recognizing that low literacy could also result in Limited English Proficiency, data from the U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy was analyzed. The study used population estimates for persons 16 years and older as of 2003. Individuals determined to lack basic literacy skills either scored below basic in prose or could not be tested due to language barriers.

The study found that 19 percent of the statewide population lacked basic literacy skills. Within the 12-county area, 21 percent of the Dallas County population lacked basic literacy skills. Dallas County was the only county in the region above the state percentage.

Location	Population Size <sup>1</sup>	Percent Lacking <i>Basic Literacy Skills</i> <sup>2</sup>
<b>Texas</b>	<b>15,936,279</b>	<b>19%</b>
Collin County	437,018	8%
Dallas County	1,650,735	21%
Denton County	371,897	8%
Ellis County	90,668	13%
Hood County	35,299	9%
Hunt County	60,001	13%
Johnson County	102,672	12%
Kaufman County	60,172	14%
Parker County	72,454	9%
Rockwall County	40,168	8%
Tarrant County	1,130,374	14%
Wise County	40,253	12%

<sup>1</sup> Estimated population size of persons 16 years and older in households in 2003.

<sup>2</sup> Those lacking *basic* prose literacy skills include those who scored *Below Basic* in prose and those who could not be tested due to language barriers.

Source: U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy

This Language Assistance Plan outlines how needs of the LEP population in the service area will be addressed, how language services will be made available and how LEP persons will be notified of these services.

*Factor 2: The frequency with which LEP individuals come in contact with the program.*

The nature of the programs associated with the Metropolitan Planning Organization dictate that the majority of contact with the public and LEP persons is through inquiries submitted to the MPO, public meetings, public outreach events, the MPO Website and program implementation activities.

In order to better inform the frequency with which LEP individuals come in contact with MPO programs, a staff survey of LEP encounters was conducted in 2011. Department staff members were asked if they had encountered an LEP individual in the past six months, and if so, what

languages they had encountered, the frequency and what type of work activity they were conducting. Of the 134 department staff members surveyed, 18 indicated that they encountered LEP individuals speaking six total languages in a period of six months. Spanish was the most common, followed by rare encounters of Vietnamese, Hindi, Arabic, Chinese and unspecified languages. The most frequent work activities in which staff encountered LEP individuals were phone calls and public meetings. The majority of interactions were related to the AirCheckTexas Drive a Clean Machine vehicle repair and replacement assistance program, a state-funded initiative to reduce ozone-causing emissions from high-polluting vehicles.

*Factor 3: The nature and importance of the program, activity or service provided by the recipient to people's lives.*

NCTCOG is the agency responsible for the regional transportation planning process; in this capacity, NCTCOG must ensure that all segments of the population are involved or have the opportunity to be involved in the decision making process. As required by federal guidelines, NCTCOG produces a Metropolitan Transportation Plan that outlines long-range transportation investments, a Transportation Improvement Program (TIP) that provides short-range planning for transportation investments, a Unified Planning Work Program (UPWP) that outlines tasks to be performed in the upcoming year and a Congestion Management Process for developing and implementing operational and travel-demand strategies that improve transportation system performance.

Consistent with the Public Participation Plan, planners seek public input on the products outlined above, which influence quality of life and mobility options in the region. Public meetings represent one way for North Texans to be informed and involved. Public meeting notices include the telephone number and e-mail address to request special arrangements for language translation or disability. On each notice, this information is included in English and Spanish. Public meetings are advertised in newspapers, and staff interact regularly with local reporters, some who contribute to minority publications. Translated ads are placed in the major Spanish newspapers.

Additionally, ten North Texas counties are classified by the U.S. Environmental Protection Agency as moderate nonattainment for eight-hour ozone levels. Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties are classified as nonattainment. MPO transportation plans must show transportation conformity and comply with rules established by the Clean Air Act Amendments of 1990. Therefore, NCTCOG is also responsible for developing and implementing plans, policies and programs that reduce transportation-related emissions that lead to ozone formation.

Based on the LEP Interaction Survey described in Factor 2, staff has encountered the most LEP individuals through the AirCheckTexas program. This state program offers financial assistance to individuals who meet income requirements and wish to make emissions-related repairs or replace older, high-polluting vehicles. It allows local residents to contribute to the regional air quality solution. There are currently bilingual staff on the AirCheckTexas program team to assist Spanish speakers that are LEP. Additionally, web content and other materials for the general air quality public awareness campaign are available in English and Spanish.

*Factor 4: The resources available to the recipient and costs.*

NCTCOG currently has available, if needed, bilingual staff to assist in translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as American Sign Language. To date, no translation services requests for public meetings have been received. NCTCOG currently utilizes a translation service and department staff to translate documents. The average cost for outside translation service is \$0.12 per word. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department Website, allowing information to be available in 80 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos and others are also used when possible to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance will be provided at no charge to LEP individuals.

### **Guidelines for Making Language Assistance Available**

The four-factor analysis will be used as a tool for analyzing to what extent and how the needs of LEP communities are addressed during transportation planning and program implementation. For example, the four-factor analysis will be used to determine initial translation or alternative format needs for documents and the Website. Department reports, newsletters, brochures, other publications and Website information include instructions about how to request information be made available in another format. Translators and interpreters used by the NCTCOG Transportation Department will be evaluated to ensure accurate, high-quality language services are available to LEP persons.

Increased use of visualization tools will be used to make information more understandable and, in some cases, reduce the need for English proficiency.

Plans, projects and programs for areas with a high number of LEP persons will have materials that address needs of the population in that area. Environmental Justice communities, including non-English speakers, are mapped whenever possible to provide, as much as possible, plan- or project-specific data to be used.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of three business days advance notice is required for these arrangements to be provided at public meetings.

NCTCOG Transportation Department staff will consistently seek out input and involvement from organizations and agencies which serve LEP populations to complement other language assistance and outreach efforts.

### **Staff Training for Considering the Needs of and Interacting with LEP Persons**

All NCTCOG Transportation Department staff members employed as of February 2013 completed training on the requirements and techniques for providing meaningful access to services for LEP persons. Training materials and resources continue to be available for review by all staff — including new employees.

## **Notice of Assistance Available for LEP Persons**

Public meeting notices include the telephone number and e-mail address to request special arrangements for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is also included on publications such as public meeting notices and department publications.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

North Central Texas Council of Governments, Transportation Department  
P.O. Box 5888  
616 Six Flags Drive (76011)  
Arlington, TX 76005-5888  
**Phone:** (817) 695-9240  
**Fax:** (817) 640-3028  
**E-mail:** [transinfo@nctcog.org](mailto:transinfo@nctcog.org)  
**Website:** [www.nctcog.org/trans](http://www.nctcog.org/trans)

## **Monitoring and Updating Plans and Strategies that Address how LEP Individuals have Access to Information and Opportunities for Program Participation**

This Language Assistance Plan is intended to be reviewed and updated in conjunction with the NCTCOG Transportation Public Participation Plan.

Environmental justice and Title VI activities will be periodically summarized to provide information about how the NCTCOG Transportation Department:

- Addresses the needs of LEP persons and those traditionally underserved by existing transportation services.
- Facilitates opportunities for full and fair participation from all individuals.
- Makes information accessible and understandable.
- Ensures no person shall, on the basis of race, color, national origin, age, sex, disability, or religion, be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance.

# Public Participation Plan (February 2015)

## Appendix C

### ***Transportation Improvement Program Modification Policy Policies and Procedures to Streamline Project Delivery (Updated March 2013)***

#### **TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION POLICY Policies and Procedures to Streamline Project Delivery**

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding with federal, State, and local funds within the Dallas-Fort Worth area. A new TIP is approved every two to three years by the Regional Transportation Council (RTC), which serves as the policy board for the Dallas-Fort Worth Metropolitan Planning Organization (MPO). Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on a regular basis.

Please note certain project changes require collaboration with our State and federal review partners. This collaboration occurs through the Statewide Transportation Improvement Program (STIP) revision process. Therefore, modification of the Dallas-Fort Worth TIP will follow the quarterly schedule established for revisions to the Statewide Transportation Improvement Program (STIP).

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

Project Changes Not Requiring TIP Modification: Changes related to administration or interpretation of Regional Transportation Council Policy

Administrative Amendment Policy: Authority granted to the MPO Director to expedite project delivery and maximize the time the RTC has to consider policy level (vs. administrative) issues

Revision Policy: Changes only the Regional Transportation Council can approve or recommend for State and federal concurrence

#### **General Policy Provisions**

1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.
2. Air quality conformity, Mobility Plan consistency, congestion management process compliance, and financial constraint requirements must be met for all TIP modifications.

3. Project modifications will only be made with the consent of the implementing/impacted agency.
4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.
5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds. In addition, if a project was selected through a particular “program,” such as the Sustainable Development or Regional ITS Funding Program, funds from deleted projects may be returned to those programs for future “calls for projects” in those areas.
6. For projects selected using project scoring methodologies, projects will no longer be rescored before a cost increase is considered.
7. Cost increases for strategically-selected projects fall under the same modification policy provisions.
8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need.
9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.
10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the Land Use/Transportation Joint Venture (i.e., Sustainable Development) program are not eligible for cost increases from RTC-selected funding categories.
11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.
12. Cost indicators may be evaluated on cost overruns to alert project reviewers of potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either:
  - (a) require a more detailed estimate and explanation,
  - (b) require value engineering,
  - (c) suggest a reduced project scope, or
  - (d) determine that a cost increase will come from local funds, not RTC funds.



13. For a project change to be considered, implementing agencies must submit modification requests for their TIP projects through the online TIP modification system. Project change requests must include complete information by the deadline. Incomplete requests will be sent back to agency for re-submittal in a future cycle.
14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering complete project modification requests into the online TIP modification system on time. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

### **Project Changes Not Requiring TIP Modification**

In certain circumstances, changes may be made to TIP projects without triggering a TIP modification. These circumstances are outlined below:

1. **Changes that do not impact the overall purpose of a project:** Changes to MTP reference, CSJ's, or other clerical edits do not require a TIP modification.
2. **Changes to TxDOT's Design and Construction Information System (DCIS):** The DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.
3. **Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.
4. **Cost/Funding Increases:** Staff will update cost increases in the information system for changes of less than \$400,000.
5. **Increases in Local Funds:** Staff will adjust with concurrence of local agency.
6. **Changes in RTC Funding Categories:** Staff adjustments permitted.
7. **Emergency:** This provision includes emergency changes that need approval quickly, but timing is not aligned with the RTC Meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.
8. **Cost/Funding Decreases:** Staff will update the information system with cost decreases.
9. **Funding Year Changes:** Staff will update the information system for changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction if funds are available.

10. **Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action** (e.g., Staff will place a project or changes previously approved by the RTC in the appropriate information system and documents.)
11. **Addition of Noncapacity, Conformity-Exempt Projects:** Staff will place projects in the appropriate information system/document.

Examples include, but are not limited to:

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

12. **Changes to Implementing Agency:** Staff will process after receiving a written request/approval from the current implementing agency and the newly proposed implementing agency.
13. **Increased Flexibility for Traffic Signal, Intersection Improvement, ITS, and “Grouped” Projects:** Staff will use best practices to advance this category of projects.
14. **Addition and Adjustment of Phases:** Includes engineering, right-of-way, construction, etc.
15. **Administrative Scope Changes:** Minor clarifications to the type of work being performed, physical length of project, and project termini/limits. For example, changing the limits of a project from “.25 miles west of” to “west of,” or changing the limits from “point A” to “.5 miles east of point A,” or clarifying limits due to a change to the name of a roadway when there is no physical change to the limits (the name of the roadway just changed from one name to another, etc.
16. **Funding Year Changes:** Can be moved by staff if project is being moved less than one year.

Please note that a STIP revision may be required to make these changes in the statewide funding document. In all cases, MPO information systems will be updated and changes will be noted in project tracking systems.

### **Administrative Amendment Policy**

Administrative Amendments are TIP modifications that do not require action of the RTC for approval. Under the Administrative Amendment Policy, the RTC has authorized the Director of Transportation, or his designee, for the Dallas-Fort Worth MPO to approve TIP modifications that meet the following conditions. After they are approved, administrative amendments are provided to STTC and the RTC for informational purposes, unless they are merely processed to support previous RTC project approval.

- 1. Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP-MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.
- 2. Potentially Controversial Projects** - The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.
- 3. Change in funding share due to adding funding from one program to another:** For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20% state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

### **Revision Policy**

Revisions are modifications that require approval of the Regional Transportation Council. A revision is required for any project modification that meets the following criteria or that does not fall under the Administrative Amendment Policy.

- 1. Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
- 2. Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
- 3. Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
- 4. Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
- 5. Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013

# Public Participation Plan (February 2015)

## Appendix D

### *Title VI Complaint Procedures*



North Central Texas Council of Governments  
Transportation Department

Title VI Complaint Procedures



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## Introduction

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

Any person who believes NCTCOG, or any entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

NCTCOG will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.

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## **When to File**

A complaint of discrimination must be filed within 180 calendar days of the alleged act of Discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180-day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint form and consent/release form must be dated and signed for acceptance. Complaints received more than 180 days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

## **Where to File**

In order to be processed, signed original complaint forms must be mailed to:

North Central Texas Council of Governments  
Transportation Department  
Title VI Specialist  
P.O. Box 5888  
Arlington, TX 76005-5888

Or hand delivered to:

616 Six Flags Drive  
Arlington, TX 76011

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited-English proficiency. A complaint may also be filed by a representative on behalf of a complainant.

Persons who are not satisfied with the findings of NCTCOG may seek remedy from other applicable state or federal agencies.

## **Required Elements of a Complaint**

In order to be processed, a complaint must be in writing and contain the following information:

- Name, address, and phone number of the complainant.
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly discriminated.
- Date of alleged discriminatory act(s).
- Basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability).
- A statement of complaint.
- Signed consent release form.

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## Incomplete Complaints

Upon initial review of the complaint, the Title VI Specialist will ensure that the form is complete and that any initial supporting documentation is provided. Should any deficiencies be found, the Title VI Specialist will notify the complainant within 10 working days. If reasonable efforts to reach the complainant are unsuccessful or if the complainant does not respond within the time specified in the request (30 days), the recipient may close the complainant's file. The complainant may resubmit the complaint provided it is filed within the original 180-day period.

Should the complaint be closed due to lack of required information, NCTCOG will notify the complainant at their last known address. In the event the complainant submits the missing information after the file has been closed, the complaint may be reopened provided it has not been more than 180 days since the date of the alleged discriminatory action.

## Records of Complaints

The Title VI Specialist will keep a record of all complaints received. The log will include such information as:

- Basic information about the complaint such as when it was filed, who filed it, and who it was against.
- A description of the alleged discriminatory action.
- Findings of the investigation.

## Complaint Process Overview

The following is a description of how a discrimination complaint will be handled once received by NCTCOG.

### 1. A complaint is received by NCTCOG:

Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited-English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint that do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. The complainant will be notified if the complaint form is incomplete and asked to furnish the missing information.

### 2. Complaint is logged into tracking database:

Completed complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received, including name of complainant, contact information, name and organization of person(s) who allegedly discriminated, date of alleged discriminatory act(s), basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability), and description of the alleged discriminatory action. Once the investigation is complete, the findings of the investigation will be logged into the complaint tracking database.



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### **3. Determine jurisdiction:**

Within 10 calendar days of the receipt of the complaint, NCTCOG's Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets basic criteria.

Criteria required for a complete complaint:

- Basis of alleged discrimination (i.e., race, religion, color, national origin, sex, age or disability).
- Determination of timeliness will also be made to ensure that the complaint was filed within the 180 day time requirement.
- The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination is made in which the program or activity that the alleged discrimination occurred is not conducted by NCTCOG or an entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), every attempt will be made to establish the correct agency. Whenever possible, and assuming consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency.

NCTCOG's Title VI Specialist will confer with the Department Director on the determination of a complete complaint and on any deferrals to other agencies. Once the Title VI Specialist completes an initial review of the complaint and determines that the criteria for a complete complaint is met, NCTCOG will forward the complaint to the Texas Department of Transportation, Office of Civil Rights, Compliance Section.

### **4. Initial written notice to complainant:**

Within 10 working days of the receipt of the complaint, NCTCOG will send notice to the complainant confirming receipt of the complaint; if needed the notice will request additional information, notify complainant that the activity is not related to a NCTCOG program or activity, or does not meet deadline requirements. Conclusions made in step three will determine the appropriate response to the complaint. Examples of response letters are located in Appendix A. If any additional information is needed from the complainant, it will be communicated at this point in the process. A copy of the written response, as well as the complaint form, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section.

### **5. Investigation of complaint:**

The Title VI Specialist will confer with the Department Director to determine the most appropriate fact finding process to ensure that all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include but is not limited to:

- Internal meetings with NCTCOG staff and legal counsel.
- Consultation with state and federal agencies.
- Interviews of complainant(s).
- Review of documentation (i.e., planning, public involvement, and technical program activities).
- Interviews and review of documentation with other agencies involved.
- Review of technical analysis methods.
- Review of demographic data.

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**6. Determination of investigation:**

An investigation must be completed within 60 days of receiving the complete complaint, unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The Title VI Specialist, Department Director and/or designee will render a recommendation for action, including formal and/or informal resolution strategies in a report of findings to the NCTCOG Executive Director.

**7. Notification of determination:**

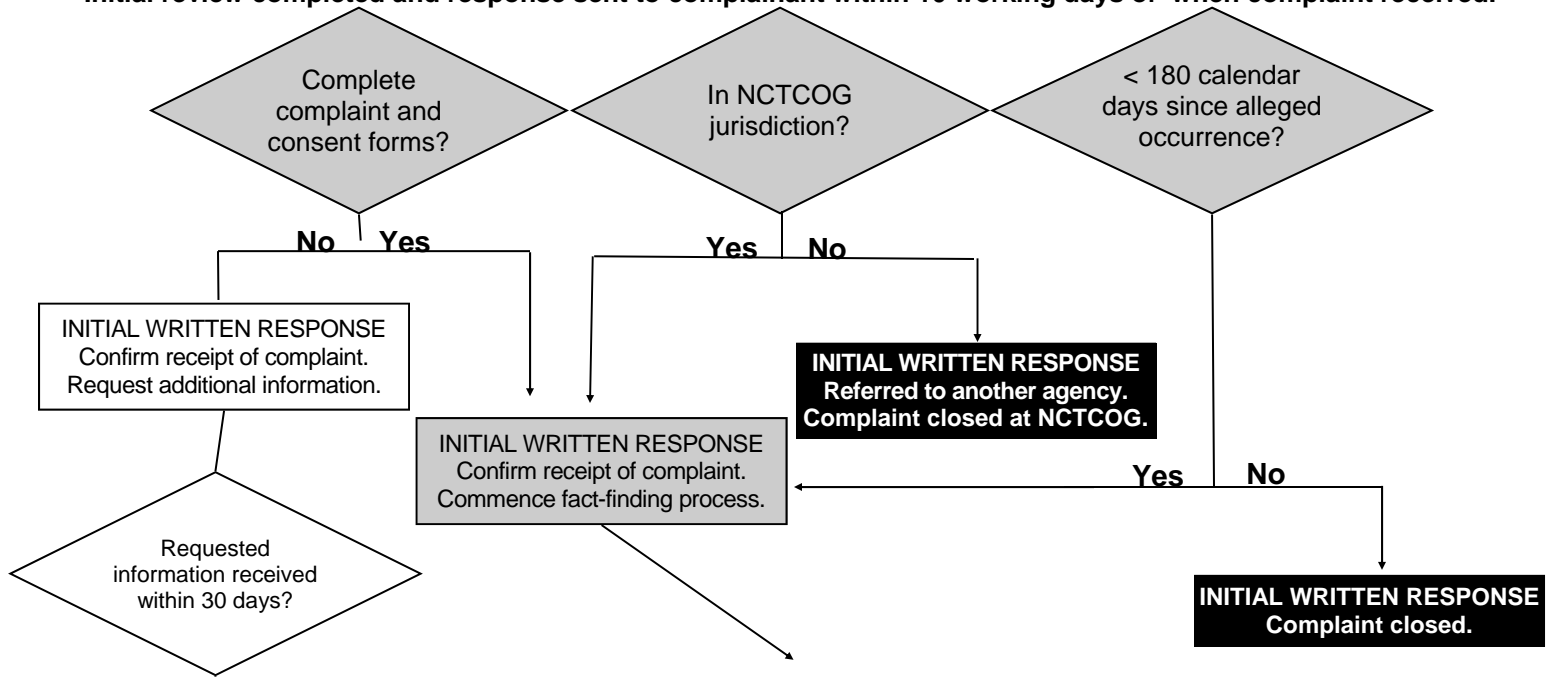
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for information purposes.

## RECEIPT OF COMPLAINT

A written discrimination complaint is received and entered into tracking database.

## INITIAL REVIEW

Initial review completed and response sent to complainant within 10 working days of when complaint received.

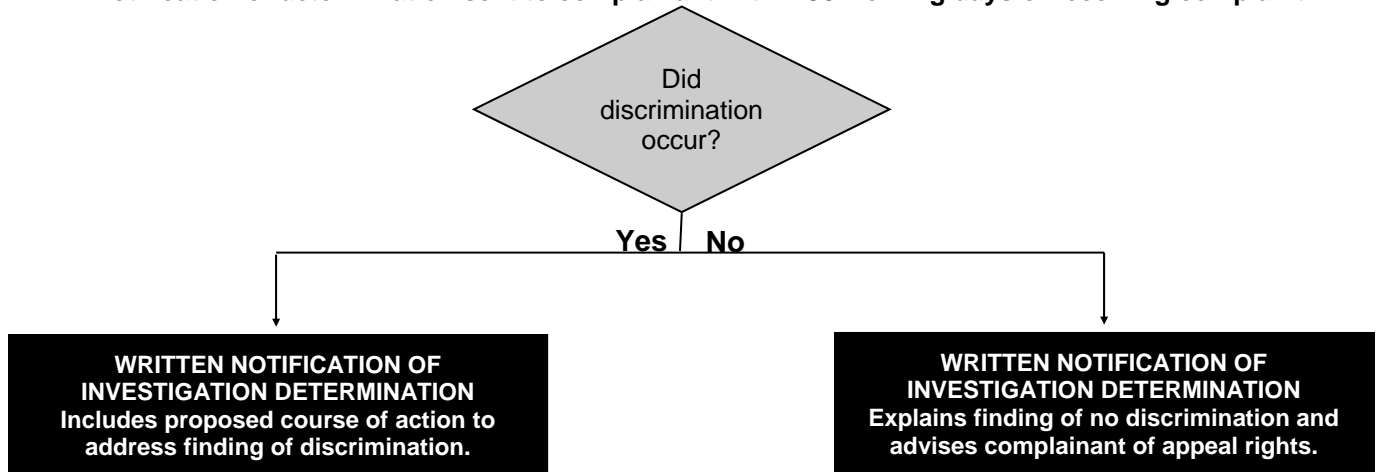


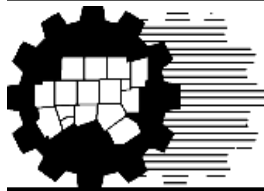
## INVESTIGATION / FACT FINDING

Completed within 60 working days of receiving complaint.  
Findings summarized and report submitted to head of Agency.

## DETERMINATION OF INVESTIGATION

Notification of determination sent to complainant within 90 working days of receiving complaint.





## North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on this page of this form carefully before you begin.

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

NCTCOG is required to implement measures to ensure that persons with limited-English proficiency or disability have meaningful access to the services, benefits and information of all its programs and activities under Executive Order 13166. Upon request, assistance will be provided if you are limited-English proficient or disabled. Complaints may be filed using an alternative format if you are unable to complete the written form.

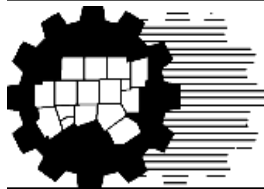
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar days to respond to any written request for information. Failure to do so will result in the closure of the complaint.

Submit the forms by mail to:

North Central Texas Council of Governments  
Transportation Department  
Title VI Specialist,  
P.O. Box 5888  
Arlington, TX 76005-5888

Or in Person at:  
616 Six Flags Drive  
Arlington, TX 76011

If you have any questions or need additional information, please call (817)695-9240 or e-mail [titlevi@nctcog.org](mailto:titlevi@nctcog.org).



## North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on the first page of this form carefully before you begin.

### 1

\_\_\_\_\_  
First Name MI Last Name

\_\_\_\_\_  
Street Address City State Zip Code

\_\_\_\_\_  
Telephone Number e-mail Address

### 2 Who do you believe discriminated against you?

\_\_\_\_\_  
First Name MI Last Name

\_\_\_\_\_  
Name of Business/Organization Position/Title

\_\_\_\_\_  
Street Address City State Zip Code

\_\_\_\_\_  
Person's Relationship to You

### 3 When did the alleged act(s) of discrimination occur?

Please list all applicable dates in mm/dd/yyyy format.

\_\_\_\_\_  
Date(s):

Is the alleged discrimination ongoing?  Yes  No

### 4 Where did the alleged act(s) of discrimination occur? (Attach additional pages as necessary.)

\_\_\_\_\_  
Name of Location

### 5 Indicate the basis of your grievance of discrimination.

- |   |                                      |
|---|--------------------------------------|
| <input type="checkbox"/> Race:            | <input type="checkbox"/> Color:      |
| <input type="checkbox"/> National Origin: | <input type="checkbox"/> Sex:        |
| <input type="checkbox"/> Age:             | <input type="checkbox"/> Disability: |
| <input type="checkbox"/> Religion:        |                                      |

**6 Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.**

**Please explain how other persons or groups were treated differently by the person(s)/ agency who discriminated against you.**

**Please list and describe all documents, e-mails, or other records and materials pertaining to your complaint.**

**Please list and identify any witness(es) to the incidents or persons who have personal knowledge of information pertaining to your complaint.**

**Have you previously reported or otherwise complained about this incident or related acts of discrimination? If so, please identify the individual to whom you made the report, the date on which you made the report, and the resolution. Please provide any supporting documentation.**

---

Please provide any additional information about the alleged discrimination.

---

**7** If an advisor will be assisting you in the complaint process, please provide his/her name and contact information.

First Name	MI	Last Name
------------	----	-----------

Name of Business	Position/Title	Telephone Number
------------------	----------------	------------------

Street Address	City	State	Zip Code
----------------	------	-------	----------

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**8** This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination Complaint Consent/Release form is attached. If you are filing a complaint of discrimination on behalf of another person, our office will also need this person's consent.

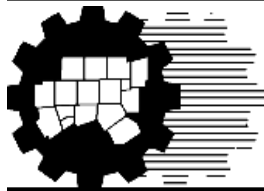
I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances are as I have described them. I also understand that if I will be assisted by an advisor, my signature below authorizes the named individual to receive copies of relevant correspondence regarding the complaint and to accompany me during the investigation.

---

Signature

---

Date



## North Central Texas Council of Governments Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin.

First Name	MI	Last Name	
Street Address	City	State	Zip Code

As a complainant, I understand that in the course of an investigation it may become necessary for the North Central Texas Council of Governments to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of the North Central Texas Council of Governments to honor requests under the Freedom of Information Act. I understand that as a complainant I am protected from retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statutes and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

**Please Check one:**

- I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.
- I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date



# Public Participation Plan for the Dallas-Fort Worth Metropolitan Area

**[Month]** 2018



# Tables of Contents

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**1. About the Metropolitan Planning Organization..... 3**

**2. Guiding Principles for Public Participation..... 4**

**3. Public Participation Goals..... 8**

**4. Procedures for Public Comments and Specific Plans and Programs..... 9**

**5. Public Participation Strategies..... 21**

**6. Evaluation of Public Participation..... 27**

## **Appendices**

Appendix A: Laws and Legislation Relevant to Public Participation..... 32

Appendix B: Language Assistance Plan..... 38

Appendix C: Transportation Improvement Program Modification Policy – ..... 46  
Policies and Procedures to Streamline Project Delivery

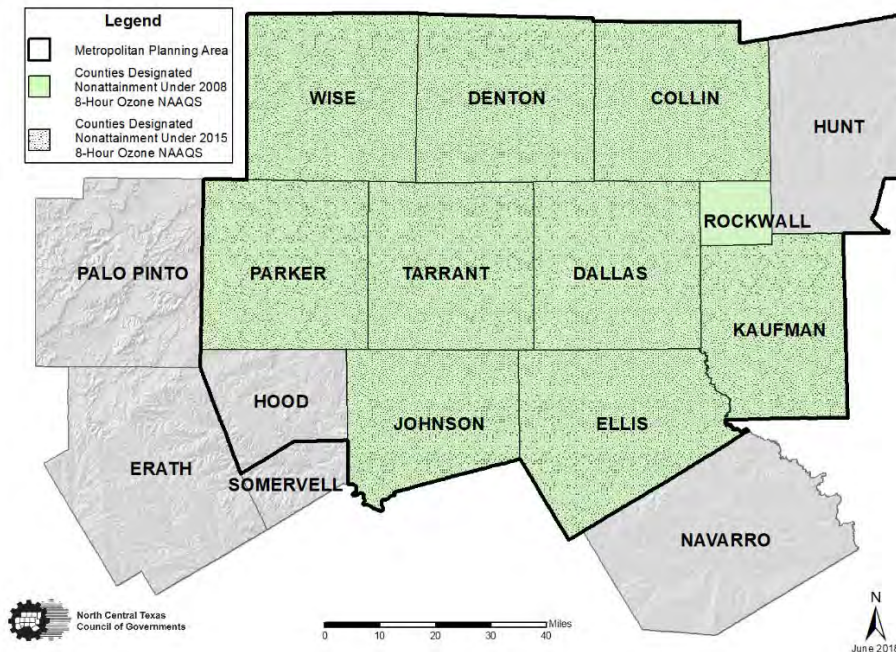
Appendix D: Title VI Complaint Procedures ..... 51

# 1. About the Metropolitan Planning Organization

## North Central Texas Council of Governments Transportation Department and Regional Transportation Council

As the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments (NCTCOG) Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This area is urbanized or expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. More than 7 million people live in the region today, and that is expected to increase to over 11 million by 2045. NCTCOG works with its transportation partners and all levels of government, as well as the public, to address traffic safety and congestion by developing a multimodal transportation system that includes highway, passenger rail, bus, and bicycle and pedestrian facilities.

In addition to serving as the MPO for the Dallas-Fort Worth area, NCTCOG also coordinates public transportation planning for the 12-county region and four additional counties: Erath, Navarro, Palo Pinto and Somervell.



The Regional Transportation Council (RTC), the independent policy body of the MPO, oversees the work of the MPO, establishes priorities and guides the development of multimodal transportation plans, programs and partnerships. The RTC consists primarily of local elected officials and representatives from the area's transportation providers, and the RTC determines how to allocate federal, state and regional funds to transportation improvements. Committees and advisory groups lend expertise and develop recommendations for the RTC to consider.

## **2. Guiding Principles for Public Participation**

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This Public Participation Plan outlines the MPO's responsibility to inform and involve individuals and communities and discusses the principles, goals and strategies it employs to broadly engage the diverse audiences living and working in North Texas.

NCTCOG adheres to federal requirements for public involvement and strives to go beyond these requirements by finding new ways to engage the public in the transportation planning and programming process. Appendix A outlines the laws and legislation relevant to public participation and how NCTCOG meets these standards.

### **Consistent and Comprehensive Communication**

Transportation policies and programs affect every individual, group and community in North Texas; therefore, the MPO employs a collaborative public involvement process to identify transportation needs and solutions for the region. Clear and continuous communication with the public through multiple channels is the cornerstone for building a transportation system that helps preserve the region's quality of life while moving people and goods safely, efficiently and reliably.

Additionally, the MPO must ensure regional transportation planning is consistent with federal goals to improve air quality because some counties in the Dallas-Fort Worth area do not meet the ozone standards set by the Environmental Protection Agency (EPA). Appendix B outlines the current county classifications under each ozone standard as of the date of this publication. Therefore, the MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, the MPO actively seeks to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities.

### **Commitment to Diversity and Inclusiveness**

NCTCOG values the full range of voices in North Texas and is committed to listening to and seeking input from the diverse individuals and many communities that reside in the Dallas-Fort Worth area. As such, NCTCOG seeks to both meet federal requirements for participation and actively increase the number and diversity of participants in the planning process.

Consistent with federal requirements outlined in Appendix A, NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into its Public Participation Plan. During the public participation process, populations that have been traditionally underserved by existing transportation systems, including but not limited to low-income and minority households, are sought out and their needs considered.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Furthermore, demographic data is analyzed to identify areas having considerable numbers of protected populations. This information can be used to select locations for public meetings and outreach events as well as to identify opportunities to better target or diversify outreach efforts.

The Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination, whether intentional or where the unintended effect is unduly burdensome.

The Title VI Complaint Procedures in Appendix D outline the NCTCOG Title VI policy and explain the process by which complaints may be submitted by individuals, investigated and potentially resolved.

The Public Participation Plan outlines principles and strategies through which NCTCOG seeks to include all of the region's communities in the planning process. In particular, the diversity of communities in North Texas means NCTCOG will work to establish and maintain relationships and channels of communication with individuals and organizations that serve traditionally underrepresented groups. By working with communities, NCTCOG will better reach individuals and understand their transportation needs, resulting in relationships that lead to consensus building.

Communication and outreach strategies that specifically aim to increase the number and diversity of people reached through the planning process include, but are not limited to:

- **Media Outreach:** Regularly research newspapers, online publications and blogs serving areas with considerable numbers of protected populations and update the media contact database as needed
- **Paid Advertising:** Continue to advertise public input opportunities in minority publications and through social media and identify opportunities to place paid advertisements in strategically selected media and organizational publications to encourage individuals to sign up for NCTCOG Transportation Department email updates
- **Language Translation:** Advertise public input opportunities in Spanish-language newspapers with instructions for requesting additional translation; translate key NCTCOG Transportation Department documents and work with program areas to identify opportunities for bilingual outreach in Spanish and other languages; provide translation into Spanish or other languages upon request
- **Community Networks:** Establish and facilitate a network of individuals and organizations who will share information and notices of input opportunities in their communities and through their own networks
- **Business Outreach:** Evaluate how to expand outreach to the business community, including minority chambers of commerce
- **Nonprofit Coordination:** Identify and develop opportunities to better coordinate with nonprofit organizations already effectively reaching segments of the North Texas population

## **Collaboration with Audiences and Stakeholders**

Collaboration with the region's diverse audiences and stakeholders helps build the consensus needed to develop transportation plans, policies and projects that accomplish the mobility, quality of life and air quality goals of the region. NCTCOG strongly encourages involvement and

input from individuals, groups and organizations who live, work or travel in North Texas and may be affected by transportation and air quality decisions. Individuals exist in communities, and often in networks of communities, both formal and informal, so listening to and informing individuals is an important way the NCTCOG Transportation Department implements its communications and outreach plans. Further developing connections in communities will expand the reach of NCTCOG information and involve more people in transportation decision-making.

In accordance with the federal laws and legislation in Appendix A, and using the communications and outreach strategies detailed in this plan, NCTCOG seeks to reasonably inform and involve the following parties in the planning process:

#### **Required for General Public Participation**

- Individuals
- Affected public agencies
- Representatives of public transportation employees
- Public ports
- Freight shippers
- Providers of freight transportation services
- Private providers of transportation
- Intercity bus operators
- Employer-based commuting programs
- Carpool program
- Vanpool program
- Transit benefit program
- Parking cash-out program
- Shuttle program
- Telework program
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the disabled
- Other interested parties
- Those traditionally underserved by existing transportation systems
  - Low-income households
  - Minority Households

#### **Required for the Metropolitan Transportation Plan and TIP**

- Agencies and officials responsible for other planning activities within the MPA that are affected by transportation
  - State and local planned growth
  - Economic development
  - Tourism
  - Natural disaster risk reduction
  - Environmental protection
  - Airport operations
  - Freight movements
- Indian Tribal governments
- Federal land management agencies, when the MPA includes Federal public lands

### **Required for Metropolitan Transportation Plan**

- State and local agencies responsible for land use management
- State and local agencies responsible for natural resources
- State and local agencies responsible for environmental protection
- State and local agencies responsible for conservation
- State and local agencies responsible for historic preservation

### **Required for Congestion Management Plan (if developed in the future)**

- Employers
- Private and nonprofit providers of public transportation
- Transportation management organizations
- Organizations that provide job access reverse commute projects or job-related services to low-income individuals

### **Consultation with Committees**

Standing and ad hoc committees, subcommittees, task forces and working groups provide valuable input, insight and coordination on planning for transportation and air quality issues in the region. The Regional Transportation Council is the forum for cooperative decision-making by the elected officials of local governments and representatives of local transportation providers in the Metropolitan Planning Area. The RTC meets on the second Thursday of each month.

The Surface Transportation Technical Committee provides technical review and advice to the RTC with regard to the surface transportation system. Other technical committees, determined as needed by the NCTCOG Transportation Director, provide technical review and advice for the regional transportation planning process.

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. Visit [www.nctcog.org/trans/about/committees](http://www.nctcog.org/trans/about/committees) to learn more about the committees, their members, past and upcoming meetings, and other information.

### 3. Public Participation Goals

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NCTCOG implements an integrated communications and outreach program to engage diverse audiences in planning for transportation and improving air quality. Making content relevant, removing barriers to participation, stating information simply and using visualization techniques facilitates understanding and meaningful input. NCTCOG not only seeks to inform and educate, but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, providing the support for whatever transportation decisions are made. Finally, monitoring, evaluating and refining communications and outreach strategies will ensure NCTCOG's efforts to inform and gather input are inclusive, effective and transparent, and meet its desired outcomes for its public participation process.

Public involvement goals and the strategic priorities for accomplishing each are outlined below.

#### **Goal 1: Inform and Educate**

- Increase awareness and understanding of the MPO among North Texans
- Connect with organizations and community leaders who can help reach more people and engage those individuals in the planning process
- Make information accessible and understandable
- Develop visuals to illustrate and enhance communications
- Provide timely public notice of information resources and opportunities to comment on plans, policies and programs
- Ensure transparency and accessibility for open meetings, including for the RTC and the standing technical, policy and strategic committee meetings
- Provide language translation and alternate formats upon request

#### **Goal 2: Engage Diverse Audiences and Encourage Continued Participation**

- Identify the affected public and other stakeholder groups with respect to the plans, programs, projects, policies and partnerships under development
- Clearly define the purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships
- Encourage input to be submitted in various ways, including flexible, creative and innovative approaches
- Eliminate barriers to participation by hosting public meetings at accessible locations and convenient times and posting video recordings, information and public comment opportunities online for ease of access
- Document and respond, as needed, to comments from public meetings, outreach events, mail, email, web forms and social media
- Share public input with policy and technical committees
- Use input to develop policies, plans and programs, making the final versions easily accessible

#### **Goal 3: Evaluate Public Participation Strategies and Efforts**

- Review quantitative and qualitative data for outreach and communications efforts
- Review how public input influenced transportation decision-making
- Inform the public about outreach and communications efforts and outcomes through reporting



## **4. Procedures for Public Comments and Specific Plans and Programs**

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NCTCOG strives to continuously inform and involve the public and encourages North Texans to submit comments and questions at any time. A summary of NCTCOG's procedures for gathering and documenting public input and presenting it to the RTC and other committees is outlined below.

In addition, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seeks to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, business and community groups, nonprofits, stakeholders and interested residents who have a stake in these outcomes have opportunities to be involved in determining the future of transportation in the region. As such, the opportunities for public input described below meet legislative regulations for participation while aiming to provide early notification and a process that is efficient, accessible and transparent.

### **Public Comment Compilation, Consideration and Response**

NCTCOG compiles, summarizes and responds to substantive comments submitted on plans, programs and policies. Public input provides NCTCOG and the RTC with community insight that can be balanced with professional expertise and technical analysis to reach informed decisions. In the event that more than one public meeting is scheduled for a given topic, the public comment period for that topic begins the day of the first meeting. When a specific comment period is stated, comments must be received by 11:59 pm CT on the date specified as the deadline.

Comments relevant to and received during specific public comment periods are provided to the RTC in advance of any meetings where they are scheduled to take action on the relevant policy, plan or program. All comments received outside these formal public comment periods, regardless of the topic, are compiled into a monthly report and presented to the RTC in advance of its next regularly scheduled meeting. These comments are accessible to the public in the RTC meeting agendas, public meeting minutes and monthly comment reports on the NCTCOG website.

As a matter of course, the RTC gives greater weight to the voices of impacted residents, businesses, governments, transportation partners, and other agencies and organizations in the region. Therefore, when providing comments to the RTC, NCTCOG may distinguish between local comments and comments submitted from outside the region or a project corridor.

With an increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent action, such as modification of the Transportation Improvement Program, due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible. As with comments received during longer comment periods, staff will compile, summarize and respond to substantive comments received during the abbreviated comment period. Staff will provide these comments and their responses at the next RTC meeting.

Following the request of emergency funds to provide assistance in the aftermath of Hurricane Harvey in 2017, NCTCOG may also choose to utilize an abbreviated comment period to seek public input on assistance requested from the state or local governments experiencing an emergency. Use of a comment period in such instances is at NCTCOG's discretion and depends on the amount of assistance requested. NCTCOG may not provide funds to either state or local governments in any instance without securing approval from the RTC. Notification will be provided to the public of such actions at the next public input opportunity.

### **Additional Comment Opportunities for Changes to Final Plans**

If any of the final plans or programs differ significantly from the draft that was made available for public comment and raise new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be made available. At the minimum, the format of the additional comment opportunity will be the same as the initial opportunity and have a minimum 14-day comment period, unless provisions for an expedited comment period apply as outlined above. In the case of public meetings, the number and location of the subsequent public meeting(s) may vary, but at a minimum one public meeting will be held at NCTCOG, and a video recording of that meeting will be posted online.

Minor changes to a final plan or program, or changes that could have been reasonably foreseen, can be made without further opportunities for public involvement. As such, recommendations presented during public comment periods are understood to be contingent on the outcomes of the public involvement process. Changes made to a final draft plan or program as a result of public comments received during the comment opportunity will not require a further opportunity for public comment; notification of such changes will be provided at the next public input opportunity. This is consistent with CFR § 450.316 (a)(1)(viii) included in Appendix A.

### **Inclement Weather and Public Comment Periods**

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancelation of one or more public meetings, NCTCOG will first notify the public of the cancelation through email, webpage updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at [www.nctcog.org/input](http://www.nctcog.org/input), the deadline for public comments will remain as if weather were not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period. If action initiating a public comment period, such as posting information to [www.nctcog.org/input](http://www.nctcog.org/input) for review, is delayed by inclement weather, staff will communicate the delay by email and social media and again when the information becomes available for comment. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather were not a factor.

## Public Participation Plan Development and Updates

The Public Participation Plan describes the public involvement responsibilities of the MPO and outlines goals and strategies for broadly engaging diverse audiences in the transportation planning process. Staff monitors and evaluates communication and outreach strategies and reviews federal legislation and guidance for public participation. As communications trends and transportation planning requirements change, staff will determine the level and timing of changes needed to the Public Participation Plan. Staff will align input opportunities with the extensiveness of proposed changes.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development or update of the Public Participation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	45 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Update to one or more Public Participation Plan appendices or legislative references in the document	Proposed changes posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	45 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Typographic or grammatical correction	None	Not applicable	Not applicable

## Unified Planning Work Program (UPWP)

The Unified Planning Work Program for Regional Transportation Planning provides a summary of the transportation and related air quality planning tasks conducted by the MPO. It is developed every two years and serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. Included in the UPWP are detailed descriptions of the transportation and air quality planning tasks with a summary of the amount and source of funds to be used. The UPWP is developed in cooperation with the Texas Department of Transportation, Dallas Fort Worth International Airport, transportation authorities, toll authorities and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies. This information is combined with regional needs identified by NCTCOG, and after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years. The UPWP is modified periodically to reflect new initiatives, project modifications and funding adjustments.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development of the UPWP	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Modifications	Recommendations posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

## **Metropolitan Transportation Plan (MTP)**

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the MTP. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation choices in the region. As such, numerous outreach and communications strategies are implemented to engage a diverse audience in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, email and mail notices, presentations to community groups and public meetings for both the development of the MTP and review of its final recommendations prior to Regional Transportation Council consideration. Public comments regarding the MTP will be included in the plan's documentation or by reference to the Transportation Conformity documentation.

Changes to the MTP are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

The most comprehensive set of changes, an update, is a complete review of the MTP that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update, requiring a new transportation conformity determination.

An amendment incorporates a significant change to one or more projects included in the MTP, but it does not modify the demographic assumptions or overall timeframe for a plan. The addition or deletion of a project is completed through the amendment process. Other examples of changes to projects requiring an amendment include a major change in project cost, project or project phase initiation dates, or a major change in design concept or design scope, e.g., changing project termini or the number of through traffic lanes. An amendment requires public review and comment and redemonstration of fiscal constraint. Changes to projects that are included only for illustrative purposes outside of the financially constrained section of the plan do not require an amendment.

The purpose of the public comment and review period in all cases is to solicit feedback regarding the recommendations and information documented in the MTP. As a result, it is sometimes necessary to make minor modifications to the MTP documentation and coded transportation model networks. These modifications may include updating existing project data, correcting erroneous information, or clarifying text. In the event these changes are necessary during the public comment and review period, revised documentation will be posted online at [www.nctcog.org/input](http://www.nctcog.org/input) and the associated MTP website. Notification of these revisions will be provided to the public involvement contact list and through social media.

Administrative modifications are minor changes to project/project phase costs, funding sources of previously-included projects, and minor changes to project or project phase initiation dates. An administrative revision is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination. This could also include

project clarifications or technical network coding/reporting corrections consistent with NCTCOG review, public comments and conformity partner comments.

Finally, changes to the section of non-regionally significant projects in the Metropolitan Transportation Plan may be incorporated through the Transportation Improvement Program modification process to ensure consistency between the two documents. The action to make modifications to the Transportation Improvement Program will also modify the Metropolitan Transportation Plan.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development of the Metropolitan Transportation Plan	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days following each meeting	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Metropolitan Transportation Plan Update	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days following each meeting	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Metropolitan Transportation Plan Amendment	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Metropolitan Transportation Plan administrative revisions	Summary of modifications accessible from <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> for informational purposes.	Not applicable	<ul style="list-style-type: none"> <li>• Availability of information included on next notice for a public input opportunity</li> </ul>

## Transportation Improvement Program (TIP)

As projects listed in the Metropolitan Transportation Plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive, multi-year list of funded transportation projects. The TIP lists projects with committed funds from federal, state and local sources. To maintain an accurate project listing, this document is updated on a regular basis, according to the Transportation Improvement Program Modification Policy in Appendix C. The modification policy defines types of TIP modifications and the related procedures. Every two to three years, NCTCOG, in cooperation with the Texas Department of Transportation, local governments and transportation agencies, develops a new TIP. Public comments on the TIP will be included in the documentation of the TIP or by reference to the public meeting minutes on the NCTCOG website. With an increased focus on expediting project implementation and funding allocation, there may be very rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development of the Transportation Improvement Program	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
TIP Revisions requiring Regional Transportation Council approval	Recommendations posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
TIP Administrative Amendments	Summary of modifications accessible from <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> for informational purposes.	Not applicable	<ul style="list-style-type: none"> <li>• Availability of information included on next notice for a public input opportunity</li> </ul>
Project changes not requiring TIP modification (i.e. staff action) and modifications supporting previous RTC action	None	Not applicable	Not applicable

## Transportation Conformity

The region's long- and short-range transportation plans, the Metropolitan Transportation Plan and Transportation Improvement Program, must comply with federal air quality regulations because the Dallas-Fort Worth area is designated by the EPA as nonattainment for the pollutant ozone. The Transportation Conformity analysis documents that the total ozone-causing pollution expected from all of the region's planned transportation projects is within limits established in the State Implementation Plan. The analysis incorporates, among many factors, the expected completion date of transportation projects. The draft conformity determination of the Metropolitan Transportation Plan and Transportation Improvement Program and supporting documentation shall be made available at the related public meetings.

Transportation Planning Action	Proposed Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Transportation Conformity draft related to changes to the transportation system	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

*Table continued on following page.*



## Transportation Conformity

Table continued from previous page.

Transportation Planning Action	Proposed Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity draft related to changes in the emissions budget of the State Implementation Plan and/or nonattainment area boundary changes	Draft conformity determination and supporting data posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Transportation Conformity approval by federal partners	None, final approval available at <a href="http://www.nctcog.org/conformity">www.nctcog.org/conformity</a>	Not applicable	<ul style="list-style-type: none"> <li>• News release announcing federal approval</li> </ul>

## Federal Transit Administration Funding

Local public transportation providers receive Federal Transit Administration (FTA) funds through the Urbanized Area Formula Program. The providers request Urbanized Area Formula Program funds, including Job Access/Reverse Commute (JA/RC) projects, through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to 2 percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for Job Access / Reverse Commute projects. NCTCOG follows the same public involvement procedures when recommending the award of funds through a Call for Projects. Local public transportation providers may also receive funds from other FTA formula programs, and the public will have an opportunity to review and comment on the recommendations. Whenever possible, draft POPs and other funding recommendations will be combined with a discussion about regional public transportation needs and priorities to garner interest and provide for a more comprehensive discussion. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Funding recommendations for other Federal Transit Administration formula programs, e.g., Bus and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities and State of Good Repair	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

## Annual Listing of Obligated Projects

Federal regulations require NCTCOG to develop an annual listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year. NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles the information and publishes the annual listing of projects at [www.nctcog.org/annual](http://www.nctcog.org/annual).

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Publishing of Annual Listing of Obligated Projects	Review only at <a href="http://www.nctcog.org/annual">www.nctcog.org/annual</a>	Not applicable	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> </ul>

## Congestion Management Process

The Congestion Management Process outlines lower-cost projects and programs for the effective management of transportation facilities and systems, maximizing the benefit of available resources and improving reliability of the system. A transportation system as large as Dallas-Fort Worth's needs more than just capital improvements to run smoothly. The CMP includes quick-to-implement, low-cost strategies to better operate the system and manage travel-demand. These strategies complement costly infrastructure improvements. This plan is required of metropolitan areas with populations exceeding 200,000 people, and it is updated periodically.

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development of the Congestion Management Process	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

## **Environmental Studies**

Whenever NCTCOG is involved in the development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies; and when applicable, the Texas Department of Transportation Environmental Manual, will be met. During this process, NCTCOG will continuously coordinate with the implementing agency.

Additionally, as the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours. The comment period is determined by the agency publishing the document.

## 5. Public Participation Strategies

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NCTCOG offers information in a variety of formats to include as many people as possible in the planning process. In today's media and communications environment, a comprehensive approach to outreach will rely on multiple streams of information to engage people repeatedly at different times and through different media. Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

Efforts to inform and gather input from the public include, but are not limited to, the following strategies.

### **NCTCOG Transportation Department Website**

The internet allows NCTCOG to reach a large cross section of people at times convenient to their personal schedules. People can access NCTCOG's web-based information 24 hours a day, seven days a week on their personal or public computer or mobile devices. Websites, email lists, online video, webinars and social media can all be used to inform, educate and dialog with people about transportation planning.

NCTCOG maintains [www.nctcog.org/trans](http://www.nctcog.org/trans), a website that provides easy access to information about the plans, programs and policies of the MPO. Following a major redesign in 2018, the website employs responsive design features and includes a calendar of events; committee activities and actions; requests for proposals, qualifications or partners; and electronic versions of plans, reports, policies and program information. The site includes a search feature that allows users to find specific documents or other information using key words, and the Google Translate widget embedded on every webpage provides an option to instantly translate information into more than 100 languages.

When information is released for public review and comment, it will be available at [www.nctcog.org/input](http://www.nctcog.org/input), which will be included on all communications announcing the public review and comment opportunity.

This site includes a Public Involvement webpage, [www.nctcog.org/trans/involve](http://www.nctcog.org/trans/involve), to provide the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. Interested parties may also directly access all NCTCOG Transportation Department staff members via email, phone, fax or postal mail; contact information for all staff members is easily accessible on the website.

Finally, website visitors can easily subscribe to NCTCOG email and mailing lists and submit comments and questions. If a person does not have internet access, he or she can request staff to make items on the website available by calling 817-695-9240.

### **Social Media**

The NCTCOG Transportation Department maintains a social media presence to inform North Texans about programs, projects, policies and opportunities for them to give input and be involved in the decision-making process. This currently includes the use of Facebook, Twitter, Instagram, YouTube, and Vimeo, but other social media platforms may be added in the future.

NCTCOG staff will post information on NCTCOG Transportation Department accounts and monitor and respond to questions and concerns as warranted. To reach the widest audience possible, NCTCOG also posts engaging and entertaining content that focuses on transportation and air quality issues. Additionally, staff actively seeks to build relationships with transportation partners, local governments, agencies and other groups by sharing their posts and occasionally submitting suggested social media content to cities, chambers of commerce and other organizations.

## Video

One of several visualization techniques, video is used to increase understanding of complex transportation plans, policies and programs. Video recordings of public meetings and Regional Transportation Council meetings, including livestreams, are posted online at [www.nctcog.org/video](http://www.nctcog.org/video). Video recordings of selected other meetings and workshops are also available.

Additionally, short, informational videos are posted at [www.youtube.com/NCTCOGtrans](http://www.youtube.com/NCTCOGtrans) and may be shared on NCTCOG's other social media accounts. As needed, video will complement materials available for public review and comment at [www.nctcog.org/input](http://www.nctcog.org/input). Depending on the length of the video, not only will it be online at [www.nctcog.org/input](http://www.nctcog.org/input), but it will also be available at [www.nctcog.org/video](http://www.nctcog.org/video) or [www.youtube.com/NCTCOGtrans](http://www.youtube.com/NCTCOGtrans).

## Print and Digital Publications

The NCTCOG Transportation Department develops publications designed to educate the public on transportation issues and encourage their active involvement. Many of the publications are sent to the public involvement contact list and made available at public meetings, community events and Regional Transportation Council and subcommittee meetings. All are available on the NCTCOG website or by contacting NCTCOG at [transinfo@nctcog.org](mailto:transinfo@nctcog.org) or 817-695-9240. Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages. Publications include, but are not limited to:

- *Citizen's Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area*
- Educational pieces, such as topic-specific *Fact Sheets* and the annual state-of-the-region report
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan Transportation Plan Executive Summary
- *Mobility Matters* (a newsletter mailed and emailed to the public involvement list)
- Notices of public meetings, opportunities for public review and comment, workshops and open house events

Various planning documents and other publications are available upon request. Most can also be viewed via the NCTCOG website. These documents include, but are not limited to:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Transportation Conformity Analysis
- Technical Report Series
- Unified Planning Work Program

Environmental documents received by the Metropolitan Planning Organization are also available to the public. As the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours.

Finally, staff occasionally submits suggested article content to cities, chambers of commerce and other organizations for inclusion in their communications.

## **Public Meetings, Workshops, Roundtables, Forums and Other Events**

For large, complex or extensive transportation planning efforts, public meetings, workshops, roundtables, conferences, forums and other events enable and foster in-depth discussion. Typically, these events are reserved for development of plans, programs and policies and significant changes to those as well as more project- or study area-specific discussions. As needed, the NCTCOG Transportation Department will host these events to gather input and build consensus among various transportation stakeholders.

To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also reflect Environmental Justice considerations.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, an effort will be made to hold the meeting(s) in the corridor(s) directly affected by the project.
- The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Upon request, language translation, including sign and foreign language interpreters and handouts in large print or Braille, will be available. Additionally, staff will make every effort to accommodate requests from persons with disabilities. A minimum of three days advance notice is required for these arrangements to be provided as outlined in the Language Assistance Plan in Appendix B. Public meeting notices will provide the telephone number and email address to request special arrangements.
- At a minimum, meetings will be audio taped. Video recording and livestreaming, however, are increasingly offered, and these recordings are subsequently posted to the website.

The NCTCOG Transportation Department will, on occasion, provide other informational items at public meetings. Any additional information or materials may be requested at public meetings, and NCTCOG can assure that information is mailed upon request.

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Staff coordinates with non-English newspapers to provide translated notices to their readers. All public meetings are posted on the [Texas Register](#) website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and emailed to

individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals may subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinates with public information officers of the cities in which meetings are scheduled to request assistance in posting information, often on the city cable television channel, websites and social media accounts.

## **Community Events**

In an effort to educate the public and increase public awareness of transportation plans and programs, NCTCOG distributes information and engages in discussion at a variety of community events throughout the year such as events organized by local governments and school districts, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, email [transinfo@nctcog.org](mailto:transinfo@nctcog.org) or call 817-695-9240.

## **Mail and Email**

The public involvement mail and email lists are the most direct forms of communication used by NCTCOG to inform and engage the public and partners. Together, they represent a comprehensive way to reach member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including minority chambers), houses of worship, representatives of tribal governments and individuals.

Individuals receive public meeting notices, information about public review and comment opportunities, announcements of workshops or open houses, educational brochures, newsletters, and other material suitable for mass mailings.

The lists are continually maintained and expanded based on sign-up sheets at public meetings and community events, requests sent through the NCTCOG Transportation Department website (an online form is available for submission), returned mail, and requests for additions and deletions from various other sources.

## **Advertising**

Paid advertising is used to announce public meetings, opportunities for public review and comment and other initiatives. Fixing America's Surface Transportation (FAST Act) and the U.S. Code of Federal Regulations emphasize the importance of public involvement, including public meetings and the opportunity for public comment, in the transportation planning process and require adequate notice be given to the public of these activities. As such, paid advertising complements other outreach and communications efforts. Ads are placed in select newspapers, including minority publications, to ensure regional coverage. Online advertising, including on Facebook, may be used to complement traditional print advertising.

## **Shareable Content**

Staff will seek to develop connections and partnerships with a wide range of outreach professionals, business and community groups, jurisdictions and agencies to extend the reach of messaging about transportation and air quality issues and opportunities for public input. NCTCOG committee members and community leaders are encouraged to share information to reach wider and more diverse audiences and help involve new audiences in the planning process.



## **Speaking Opportunities**

Staff often presents to organizations and groups such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, universities, schools, businesses and nonprofits, among others. Presentations provide staff with the opportunity to build relationships with organizations and involve them more actively in the planning process. To schedule a speaker or for more information, visit [www.nctcog.org/speakers](http://www.nctcog.org/speakers) or call 817-695-9240.

## **Media Relations**

Proactive media outreach efforts include distributing news releases on major projects and programs and opportunities for public input to more than 240 reporters at local media outlets and community news sources, including minority news media. The extensive media list includes all major local television stations and newspapers as well as several radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors to provide timely and accurate information. Staff participates in interviews with local and national print, radio and television media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area residents regarding transportation issues. NCTCOG posts all of its news releases on its website in an online newsroom that is accessible to the public.

## **Visualization**

Maps, charts, diagrams, illustrations, photographs, infographics, video and the use of color are used to visualize ideas, concepts, plans, projects and programs. Visualization elements are integrated in presentations, publications, website and social media content.

## **Surveys and Keypad Polling**

The NCTCOG Transportation Department may conduct print and/or electronic surveys to determine public awareness and/or sentiment with regard to certain planning issues. Surveys may be relatively small endeavors designed to shed light on a single issue, or may be related to large-scale planning endeavors.

Similar to a survey, keypad polling is another opportunity to gather input on community preferences and priorities. Polling questions can be integrated into a presentation and attendees respond with keypads provided by NCTCOG. Results can be immediately shown in the presentation or captured and reviewed later.

## **Stakeholder Interviews**

Meetings with regional transportation stakeholders, such as community and business leaders, nonprofit organization representatives and other individuals helps staff understand local communities. For example, information about the most effective communications and outreach strategies for a particular area or group of people helps staff to engage more and increasingly diverse groups of people in the transportation planning process.

## **Telephone Town Halls**

The NCTCOG Transportation Department will host telephone town hall discussions as needed. Telephone town halls are announced through NCTCOG Transportation Department communications, and interested individuals can sign up in advance to participate. The format is similar to a radio show, except participants listen in from their landline or mobile phones. Staff provides information on a topic and callers can respond with their questions or comments.

Polling can be integrated into the discussion, as relevant. An audio recording is then posted online and shared with members of the public who were not able to participate.

## **Community Networks**

The population of the Dallas-Fort Worth area is 7.3 million people and growing, and regional demographics are ethnically, linguistically and economically diverse. Therefore, in an effort to reach as many people as possible, staff is increasingly seeking to engage people of influence who are willing to use their connections in their communities to help raise awareness of NCTCOG; share information and notices about plans, programs and projects; facilitate meetings and organize events that allow NCTCOG to interact directly with community members and groups; highlight NCTCOG on social media; and publicize NCTCOG meetings and events. By cultivating a network of key individuals and organizations, NCTCOG will leverage existing community networks to provide information to the widest possible audience, including groups traditionally underrepresented in the transportation and air quality planning process.

In the coming years, NCTCOG is planning to initiate a grant-funded community-based organization (CBO) pilot program through a Request for Partners or similar initiative. In the program, NCTCOG will engage local CBOs to carry out public involvement activities related to transportation issues; possible activities could include surveys, community events or focus groups. The CBOs will then facilitate interactions between NCTCOG and community members and provide NCTCOG with data and information related to their contracted public involvement activities. The program's goal is to help NCTCOG access community networks by opening doors to engage individuals in communities that have been traditionally underrepresented in its public involvement process.

## **6. Evaluation of Public Participation**

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The NCTCOG Transportation Department will regularly evaluate its measurable public participation strategies to help determine whether the Public Participation Plan is achieving desired outcomes for public involvement in the transportation and air quality planning process. Performance metrics and reporting for public participation utilize both quantitative and qualitative measures to tell the story of how public involvement is informing the planning process and helping meet goals for public involvement. Other public participation strategies are also reviewed, evaluated and discussed in the context of the measurable strategies, the desired outcomes of the Public Participation Plan and the goals for NCTCOG's public involvement process, more generally.

Evaluation helps staff understand how to better engage the public and more effectively allocate time and resources. In addition, staff will produce reports for the public that clearly explain and illustrate how public participation strategies are working toward the desired outcomes NCTCOG has identified for its public involvement processes. Evaluation of these strategies and the overall Public Participation Plan is ongoing, and efforts improve communication with the public.

The table on the following pages outlines the measurable public participation strategies, the performance metrics and reporting data for each, and desired outcomes for public participation.

### **Evaluation of Project-Specific Outreach**

Some or all of the strategies outlined in the Public Participation Plan may be used for project-specific outreach, and the corresponding evaluation criteria and outcomes apply. Additional outcomes, however, may also be established to complement measurable public involvement goals for public involvement specific to each project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect from the process. The results of the public involvement process for each project are communicated throughout the project and documented in final reports as applicable.

## Evaluation Matrix for Public Participation Strategies

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
<b>NCTCOG Transportation Department Website</b>	Total number of visits Number of unique visitors Webpages with most visits Average time spent on significant webpages Top referring websites/sources of web traffic Most common search terms	Identification of trends and changes for website usage Prioritization of and increased accessibility of information and public input opportunities Refined use of metadata to drive traffic
<b>Social Media and Video</b>	<i>Facebook</i> Number of total page likes Total reach Average engagement rate per post  <i>Twitter</i> Number of followers Total number of impressions Total number of engagements Average engagement rate per post  <i>YouTube</i> Number of subscribers Number of views Estimated minutes watched	Broad distribution of information and public input opportunities through engaging, shareable content and personalized interactions Increased feedback and public input Development of an engaged online base of followers that helps disseminate information and public input opportunities
<b>Print and Digital Publications</b>	Available publication formats Number of print copies of each publication distributed Number of unique views for each publication	Information in multiple formats accessible to all communities in the region Informed understanding of planning process Sustained awareness of public input opportunities

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
<b>Public Meetings and Community Events</b>	<p><i>Public Meetings</i></p> <ul style="list-style-type: none"> <li>Number of public meetings</li> <li>Number of online public input opportunities</li> <li>Average attendance per meeting</li> <li>Average online viewers per meeting and online public input opportunity</li> <li>Accessible locations for individuals with disabilities</li> <li>Regional accessibility of information</li> <li>Notification of how to request language translation or special accommodations</li> </ul> <p><i>Public Contacts</i></p> <ul style="list-style-type: none"> <li>Number of contacts receiving public meeting notifications</li> <li>Net change in number of contacts for the year</li> </ul> <p><i>Public Meeting Advertising</i></p> <ul style="list-style-type: none"> <li>Ad placements</li> <li>Average reach for each Facebook ad</li> <li>Average engagement for each Facebook ad</li> </ul> <p><i>Community Events</i></p> <ul style="list-style-type: none"> <li>Number of events attended by staff</li> <li>Number of events distributing NCTCOG Transportation Department information</li> <li>Total estimated attendance for all events</li> <li>Geographic representation in event locations</li> </ul> <p><i>Workshops, Roundtables, Forums, Etc.</i></p> <ul style="list-style-type: none"> <li>Number of events hosted</li> <li>Average attendance for each event</li> </ul>	<p>Information about policies, programs and projects accessible in multiple formats to all communities throughout the region</p> <p>Greater awareness of policies, programs and projects</p> <p>Timely notification through multiple strategies about opportunities to provide input and engage with staff</p> <p>Increased feedback and public input</p> <p>Planned opportunities for the public to interact directly with staff</p> <p>Increased accessibility of staff to communities and partners</p> <p>Transparency in public involvement efforts and the planning process</p>

<b>Outreach Strategy</b>	<b>Performance Metrics and Reporting</b>	<b>Desired Outcomes</b>
<b>Public Comments</b>	<ul style="list-style-type: none"> <li>Total number of comments received</li> <li>Number of comments from meetings and events</li> <li>Number of comments from email</li> <li>Number of comments from social media</li> <li>Number of comments received via other modes</li> <li>Most common comment topics</li> </ul>	<ul style="list-style-type: none"> <li>Transparency in public involvement efforts and the planning process</li> <li>Identification of trends and changes in public attention and concerns</li> </ul>
<b>Speaking Opportunities</b>	<ul style="list-style-type: none"> <li>Number of presentation requests</li> <li>Number of presentations</li> <li>Number of people reached</li> <li>Types of audiences/groups reached</li> <li>Types of presentation topics</li> </ul>	<ul style="list-style-type: none"> <li>Increased awareness of the planning process and specific plans, programs and projects</li> <li>Increased accessibility of staff to communities and partners</li> <li>Greater participation by communities and organizations in the planning process</li> </ul>
<b>Shareable Content</b>	<ul style="list-style-type: none"> <li>Number of requests for organizational, statistical or demographic information from partners</li> <li>Number of partners that shared content</li> <li>Type of partners that shared content</li> <li>Type of content shared by partners</li> <li>New audiences reached through partners</li> </ul>	<ul style="list-style-type: none"> <li>Strong relationships with partner organizations willing to help disseminate information to the public through multiple channels</li> <li>Extended reach of messaging about transportation, air quality and public input opportunities</li> <li>Increased connections with communities not actively involved in the planning process</li> </ul>
<b>Media Relations</b>	<ul style="list-style-type: none"> <li>Number of news releases</li> <li>Number of media pitches</li> <li>Number of media requests</li> <li>Number of media mentions</li> <li><i>Media Contacts List</i> <ul style="list-style-type: none"> <li>Types of news sources</li> <li>Number of news outlets</li> <li>Number of minority news outlets</li> <li>Number of news outlets in each county</li> <li>Number of reporters</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Transparency in public involvement efforts and the planning process</li> <li>Proactive media relations to communicate public input opportunities, policies and programs</li> <li>Diverse list of media contacts to keep the public broadly informed</li> <li>Understanding of local, regional, statewide and national media coverage of transportation and air quality issues</li> <li>Understanding of the NCTCOG Transportation Department's public image</li> </ul>



# 2018 Public Participation Plan

## Appendix A: Laws and Legislation Relevant to Public Participation

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### Federal Legislation and Executive Orders

#### Fixing America's Surface Transportation (FAST) Act

The FAST Act, the most recent federal transportation legislation, and the associated implementing regulations emphasize the importance of public involvement and contain specific language outlining requirements for public participation processes and procedures. In general, FAST Act legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21, SAFETEA-LU and MAP-21) and did not establish any new requirements. Notably, the FAST Act did add a requirement to provide a reasonable opportunity to for public ports and specific types of private providers of transportation to be involved in the metropolitan transportation planning process.

Elements of the Public Participation Plan that specifically respond to requirements:

- Notices of public input opportunities, including public meetings, will be sent to newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses, chambers of commerce (including minority chambers) and representatives of tribal governments. NCTCOG will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities as well as stakeholders outlined in federal requirements.
- Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG website, social media pages, local media sources and open meetings.
- To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos and computer simulation in its public involvement activities.
- Reports, plans, publications, recent presentations and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via email and social media. Interested parties may subscribe to receive topic specific email correspondence. Additional web-related communication tools are evaluated continuously for implementation.
- Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meetings are recorded and archived on the NCTCOG website; when multiple public meetings are held on the same topic(s), at least one meeting in the series is recorded and archived on the NCTCOG website. In addition, public meeting materials and summaries are archived online and hard copies can be mailed upon request.
- Public meetings will be held during development of the Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP) and Unified Planning Work Program. There are also online public input opportunities. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be



included in documentation of the TIP and the MTP or by reference to the public meeting minutes (for the TIP) or Transportation Conformity documentation (for the MTP).

- If the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be provided. Recommendations presented during public comment periods are understood to be contingent upon the outcomes of the public involvement processes for these plans; therefore, it is understood that the final TIP or MTP may reflect changes resulting from the outcome of these processes. In addition, when NCTCOG can reasonably foresee alternative outcomes based on circumstances or events coincident with its public involvement processes for these plans, NCTCOG may present alternative recommendations for public comment alongside its final recommendations; in this case, it will be understood that decisions about these recommendations are contingent upon both the public involvement process and the resolution of these circumstances or events.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

**23 CFR §450.316 Interested parties, participation, and consultation.**

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

- (1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
  - (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
  - (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
  - (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
  - (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

- (v) Holding any public meetings at convenient and accessible locations and times;
  - (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
  - (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
  - (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
  - (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
  - (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- (2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- (3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- (b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
- (1) Recipients of assistance under title 49 U.S.C. Chapter 53;

- (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
  - (3) Recipients of assistance under 23 U.S.C. 201-204.
- (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
  - (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
  - (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

**Title VI of the Civil Rights Act of 1964: Nondiscrimination in Federally Assisted Programs**

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outline the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

**Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations**

In response to Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, NCTCOG's policy reflects that no segment of the region should, because of race, economic makeup, age, sex, or disability, bear a disproportionate share of the adverse human health or environmental effects, including social and economic effects, of its programs, policies and activities or be denied equal access to environmental benefits. Other fundamental concepts of Environmental Justice included in NCTCOG's policy are to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in, or significant delay in receipt of benefits by minority and low-income populations.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify areas having considerable numbers of protected populations, and this can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts.

## **Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency**

In 2000, President William J. Clinton signed Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency. The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must “ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin.”

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

A Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. According to U.S. Department of Transportation Guidelines, a four-factor analysis is used to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

The four-factor analysis considers:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity or service.
2. The frequency with which LEP individuals come in contact with the program.
3. The nature and importance of the program, activity or service provided by the federal-funding recipient to people's lives.
4. Resources available to federal-funding recipients and costs of language assistance.

The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

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## **Appendix B: Language Assistance Plan (Updated June 2018)**

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The North Central Texas Council of Governments (NCTCOG) is committed to incorporating environmental justice elements and Title VI considerations into the public participation process for transportation planning. Input and involvement from populations that have been traditionally underserved by existing transportation systems including, but not limited to, low-income and minority households, are sought out and their needs considered. Various communication strategies and information formats seek to make information easily accessible and understandable.

Title VI states that no person shall be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination whether intentional or where the unintended effect is unduly burdensome. The North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures (Appendix D) establishes a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

The U.S. Department of Transportation defines Limited English Proficiency (LEP) as persons who do not speak English as their primary language and who have limited ability to read, write, speak, or understand English.

### **Executive Order 13166**

In 2000, President William J. Clinton signed Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency." The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff to interact with and consider the needs of LEP persons.
- Provide notice to LEP persons.

- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and, consequently, the services NCTCOG provides to these communities.

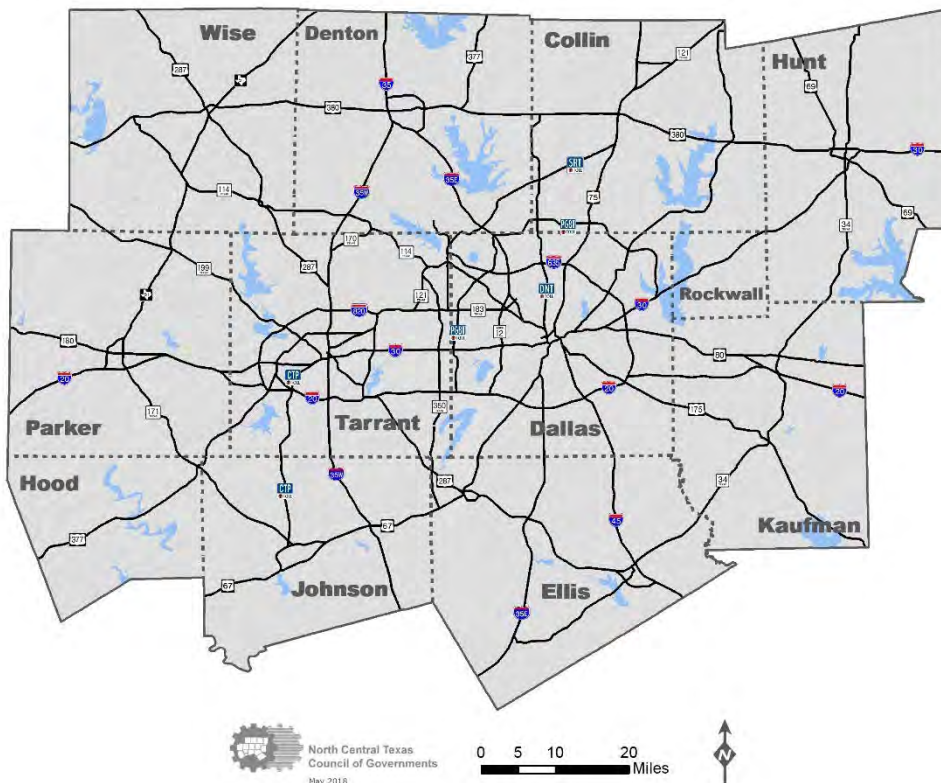
### Identification of LEP Populations and Determination of How These Individuals Are Served or Likely to be Served by NCTCOG Transportation Department Programs

The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting LEP persons. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

*Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient grantee.*

The Metropolitan Planning Area boundary encompasses 12 counties (Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise).

### Limited English Proficiency Service Area



Data for the 12-county Metropolitan Planning Area was gathered using the 2006-2010 and 2012-2016 American Community Survey datasets. LEP persons were classified as anyone over the age of five who described their ability to speak English as less than 'very well' (i.e. 'well,' 'not well,' or 'not at all'). Due to recent changes in the Census Bureau's coding of language data, it is not possible to compare language groups between the two datasets. The aggregate LEP population increased by 14.9% between 2010 and 2016.

In 2010, the American Community Survey estimated population over age five was 5,698,467 for the 12-county region. The total LEP population was 765,371, approximately 13.4 percent of the total population over age five. In 2016, the LEP population was 879,120, 13.6% of the region's 6,446,768 residents over the age of five. In 2016, Spanish was the largest language represented among the LEP population, with 10.8% percent of the total population over age five. Asian and Pacific Island languages were the second largest group among the LEP population, comprising 1.7 percent of the total population over age five. LEP individuals speaking other Indo-European languages or other languages respectively comprised 0.8 percent and 0.4 percent of the total population over age five.

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**LEP Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area**

Total Metropolitan Planning Area (MPA) Population Over 5		Total MPA LEP Population	% LEP of Total Population	Total MPA Spanish LEP Population	% Spanish LEP of Total Population	Total MPA Asian and Pacific Island Languages LEP Population*	% Asian and Pacific Island Languages LEP of Total Population	Total MPA Other Indo-European Languages LEP Population	% Other Indo-European Languages LEP of Total Population	Total MPA Other Languages LEP Population	% Other Languages LEP of Total Population
2006-2010 American Community Survey	5,698,467	765,371	13.4%	624,880	11.0%	89,868	1.6%	35,731	0.6%	14,892	0.2%
2012-2016 American Community Survey	6,446,768	879,120	13.6%	694,804	10.8%	109,511	1.7%	50,426	0.8%	24,379	0.4%

Source: 2006-2010 and 2012-2016 American Community Survey; [www.census.gov](http://www.census.gov)

Limited English Proficiency (LEP) is classified as any person whose primary language is other than English and answered that their ability to speak English was “well,” “not well,” and “not at all.”

The Dallas-Fort Worth Metropolitan Planning Area consists of; Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties.

In 2016, the US Census Bureau changed the way that it codes language data. Consequently, language groupings cannot be compared between the 2006-2010 and 2012-2016 American Community Surveys.

\*LEP Asian Languages for 2010 include: Vietnamese (0.58%), Chinese (0.33%), Korean (0.24%), Other Asian Languages (0.14%), Laotian (0.07%), Tagalog (0.06%), Thai (0.04%), Mon-Khmer, Cambodian (0.04%), Japanese (0.04%), Other Pacific Island Languages (0.02%) and Hmong (0.002%).

LEP Asian Languages for 2016 include: Vietnamese (0.64%), Other Asian and Pacific Island Languages (0.41%), Chinese (including Mandarin, Cantonese) (0.36%), Korean (0.21%), and Tagalog (including Filipino) (0.08%).

Recognizing that low literacy could also result in Limited English Proficiency, data from the U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy was analyzed. The study used population estimates for persons 16 years and older as of 2003. Individuals determined to lack basic literacy skills either scored below basic in prose or could not be tested due to language barriers.

The study found that 19 percent of the statewide population lacked basic literacy skills. Within the 12-county area, 21 percent of the Dallas County population lacked basic literacy skills. Dallas County was the only county in the region above the state percentage.

Location	Population Size <sup>1</sup>	Percent Lacking Basic Literacy Skills <sup>2</sup>
<b>Texas</b>	<b>15,936,279</b>	<b>19%</b>
Collin County	437,018	8%
Dallas County	1,650,735	21%
Denton County	371,897	8%
Ellis County	90,668	13%
Hood County	35,299	9%
Hunt County	60,001	13%
Johnson County	102,672	12%
Kaufman County	60,172	14%
Parker County	72,454	9%
Rockwall County	40,168	8%
Tarrant County	1,130,374	14%
Wise County	40,253	12%

<sup>1</sup> Estimated population size of persons 16 years and older in households in 2003.

<sup>2</sup> Those lacking *basic* prose literacy skills include those who scored *Below Basic* in prose and those who could not be tested due to language barriers.

Source: U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy

This Language Assistance Plan outlines how the needs of the LEP population in the service area will be addressed, how language services will be made available, and how LEP persons will be notified of these services.

*Factor 2: The frequency with which LEP individuals come in contact with the program.*

The nature of the programs associated with the Metropolitan Planning Organization dictate that the majority of contact with the public and LEP persons is through inquiries submitted to the MPO, public meetings, public outreach events, the MPO website, and program implementation activities.

In order to better inform the frequency with which LEP individuals come in contact with MPO programs, a staff survey of LEP encounters was conducted in 2011. Department staff members were asked if they had encountered an LEP individual in the past six months, and if so, what

languages they had encountered, the frequency, and what type of work activity they were conducting. Of the 134 department staff members surveyed, 18 indicated that they encountered LEP individuals speaking six total languages in a period of six months. Spanish was the most common, followed by rare encounters of Vietnamese, Hindi, Arabic, Chinese and unspecified languages. The most frequent work activities in which staff encountered LEP individuals were phone calls and public meetings. The majority of interactions were related to the AirCheckTexas Drive a Clean Machine vehicle repair and replacement assistance program, a state-funded initiative to reduce ozone-causing emissions from high-polluting vehicles.

As a result of this survey, NCTCOG maintains a voluntary directory of employees who are able to communicate in languages other than English and are willing to provide assistance to LEP individuals. If an employee encounters a LEP individual with whom it is difficult to communicate, they may be able to refer the individual to an employee who can better assist them in another language. At present, 14 languages are represented in this language assistance directory.

*Factor 3: The nature and importance of the program, activity or service provided by the recipient to people's lives.*

NCTCOG is the agency responsible for the regional transportation planning process; in this capacity, NCTCOG must ensure that all segments of the population are involved or have the opportunity to be involved in the decision making process. As required by federal guidelines, NCTCOG produces a Metropolitan Transportation Plan that outlines long-range transportation investments, a Transportation Improvement Program (TIP) that provides short-range planning for transportation investments, a Unified Planning Work Program (UPWP) that outlines tasks to be performed in the upcoming year and a Congestion Management Process for developing and implementing operational and travel-demand strategies that improve transportation system performance.

Consistent with the Public Participation Plan, planners seek public input on these products, which influence quality of life and mobility options in the region. Public meetings represent one way for North Texans to be informed and involved. Public meeting notices include the telephone number and email address to request special accommodations for language translation or disability. On each notice, this information is provided in English and Spanish. Public meetings are advertised in newspapers, and staff interact regularly with local reporters, some of whom contribute to minority publications. Translated ads are placed in the major Spanish newspapers.

Additionally, 10 North Texas counties, Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise, are classified by the U.S. Environmental Protection Agency as moderate nonattainment for the 2008 8-hour ozone National Ambient Air Quality Standards (NAAQS). On April 30, 2018, EPA designated nine of these counties (excluding Rockwall) as marginal nonattainment for the 2015 8-hour ozone NAAQS. MPO transportation plans must show transportation conformity and comply with rules established by the Clean Air Act Amendments of 1990. Therefore, NCTCOG is also responsible for developing and implementing plans, policies, and programs to reduce transportation-related emissions that lead to ozone formation.

Based on the LEP Interaction Survey described in Factor 2, staff encounters most LEP individuals through the AirCheckTexas program. This state program offers financial assistance to individuals who meet income requirements and wish to make emissions-related repairs or replace older, high-polluting vehicles. It allows local residents to contribute to the regional air quality solution. The AirCheckTexas program team currently employs bilingual staff to assist

Spanish speakers that are LEP, and program applications are available in both Spanish and Vietnamese. Additionally, web content and other materials for public awareness campaigns are available in English and Spanish.

*Factor 4: The resources available to the recipient and costs.*

NCTCOG currently has available, if needed, bilingual staff who can assist with translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as American Sign Language. Since 2013, NCTCOG has received one request for translation at a public meeting and one request for a meeting transcript for a hearing impaired person.

To translate documents, NCTCOG currently utilizes both a translation service and department staff. The average cost for the outside translation service is \$0.12 per word. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department website, making information more readily accessible in more than 100 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos and others are also used, when possible, to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance is provided at no charge to LEP individuals.

### **Guidelines for Making Language Assistance Available**

The four-factor analysis will be used as a tool for analyzing to what extent and how the needs of LEP communities are addressed during transportation planning and program implementation. For example, the four-factor analysis will be used to determine initial translation or alternative format needs for documents and the website. Department reports, newsletters, brochures, other publications and website information include instructions about how to request information in other formats. Translators and interpreters used by the NCTCOG Transportation Department will be evaluated to ensure accurate, high-quality language services are available to LEP persons.

Increased use of visualization tools will be used to make information more understandable and, in some cases, reduce the need for English proficiency.

Plans, projects and programs for areas with a high number of LEP persons will have materials that address the needs of the population in those area. Environmental Justice communities, including non-English speakers, are mapped whenever possible to provide, as much as possible, plan- or project-specific data.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of three business days advance notice is required for these arrangements to be provided at public meetings.

NCTCOG Transportation Department staff will consistently seek input and involvement from organizations and agencies which serve LEP populations to complement other language assistance and outreach efforts.

### **Staff Training for Interacting with and Considering the Needs of LEP Persons**

All NCTCOG Transportation Department staff members employed as of February 2013 completed training on the requirements and techniques for providing meaningful access to services for LEP persons. Training materials and resources continue to be available for review by all staff — including new employees. In March 2018, a select group of staff (Environmental Justice Liaisons designated by each team in the department) received supplemental training in best practices for engaging LEP populations.

### **Notice of Assistance Available for LEP Persons**

Public meeting notices include the telephone number and email address to request special accommodations for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is accessible online and in a brochure made available at public meetings and outreach events. Title VI complaint forms are available in both English and Spanish.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

North Central Texas Council of Governments, Transportation Department  
P.O. Box 5888  
616 Six Flags Drive (76011)  
Arlington, TX 76005-5888  
**Phone:** (817) 695-9240  
**Fax:** (817) 640-3028  
**Email:** [transinfo@nctcog.org](mailto:transinfo@nctcog.org)  
**Website:** [www.nctcog.org/trans/](http://www.nctcog.org/trans/)

### **Monitoring and Updating Plans and Strategies That Address How LEP Individuals Have Access to Information and Opportunities for Program Participation**

This Language Assistance Plan is intended to be reviewed and updated in conjunction with the NCTCOG Transportation Public Participation Plan.

Environmental justice and Title VI activities will be periodically summarized to provide information about how the NCTCOG Transportation Department:

- Addresses the needs of LEP persons and those traditionally underserved by existing transportation services.
- Facilitates opportunities for full and fair participation from all individuals.
- Makes information accessible and understandable.
- Ensures no person shall, on the basis of race, color, national origin, age, sex, disability, or religion, be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance.

# 2018 Public Participation Plan

## Appendix C: Transportation Improvement Program Modification Policy – Policies and Procedures to Streamline Project Delivery (Updated March 2013)

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### TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION POLICY Policies and Procedures to Streamline Project Delivery

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding with federal, State, and local funds within the Dallas-Fort Worth area. A new TIP is approved every two to three years by the Regional Transportation Council (RTC), which serves as the policy board for the Dallas-Fort Worth Metropolitan Planning Organization (MPO). Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on a regular basis.

Please note certain project changes require collaboration with our State and federal review partners. This collaboration occurs through the Statewide Transportation Improvement Program (STIP) revision process. Therefore, modification of the Dallas-Fort Worth TIP will follow the quarterly schedule established for revisions to the Statewide Transportation Improvement Program (STIP).

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

Project Changes Not Requiring TIP Modification: Changes related to administration or interpretation of Regional Transportation Council Policy

Administrative Amendment Policy: Authority granted to the MPO Director to expedite project delivery and maximize the time the RTC has to consider policy level (vs. administrative) issues

Revision Policy: Changes only the Regional Transportation Council can approve or recommend for State and federal concurrence

#### **General Policy Provisions**

1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.
2. Air quality conformity, Mobility Plan consistency, congestion management process compliance, and financial constraint requirements must be met for all TIP modifications.
3. Project modifications will only be made with the consent of the implementing/impacted agency.

4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.
5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds. In addition, if a project was selected through a particular “program,” such as the Sustainable Development or Regional ITS Funding Program, funds from deleted projects may be returned to those programs for future “calls for projects” in those areas.
6. For projects selected using project scoring methodologies, projects will no longer be rescored before a cost increase is considered.
7. Cost increases for strategically-selected projects fall under the same modification policy provisions.
8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need.
9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.
10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the Land Use/Transportation Joint Venture (i.e., Sustainable Development) program are not eligible for cost increases from RTC-selected funding categories.
11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.
12. Cost indicators may be evaluated on cost overruns to alert project reviewers of potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either:
  - (a) require a more detailed estimate and explanation,
  - (b) require value engineering,
  - (c) suggest a reduced project scope, or
  - (d) determine that a cost increase will come from local funds, not RTC funds.
13. For a project change to be considered, implementing agencies must submit modification requests for their TIP projects through the online TIP modification system. Project change requests must include complete information by the deadline. Incomplete requests will be sent back to agency for re-submittal in a future cycle.

14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering complete project modification requests into the online TIP modification system on time. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

### **Project Changes Not Requiring TIP Modification**

In certain circumstances, changes may be made to TIP projects without triggering a TIP modification. These circumstances are outlined below:

1. **Changes that do not impact the overall purpose of a project:** Changes to MTP reference, CSJ's, or other clerical edits do not require a TIP modification.
2. **Changes to TxDOT's Design and Construction Information System (DCIS):** The DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.
3. **Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.
4. **Cost/Funding Increases:** Staff will update cost increases in the information system for changes of less than \$400,000.
5. **Increases in Local Funds:** Staff will adjust with concurrence of local agency.
6. **Changes in RTC Funding Categories:** Staff adjustments permitted.
7. **Emergency:** This provision includes emergency changes that need approval quickly, but timing is not aligned with the RTC Meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.
8. **Cost/Funding Decreases:** Staff will update the information system with cost decreases.
9. **Funding Year Changes:** Staff will update the information system for changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction if funds are available.
10. **Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action** (e.g., Staff will place a project or changes previously approved by the RTC in the appropriate information system and documents.)
11. **Addition of Noncapacity, Conformity-Exempt Projects:** Staff will place projects in the appropriate information system/document.



Examples include, but are not limited to:

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

12. **Changes to Implementing Agency:** Staff will process after receiving a written request/approval from the current implementing agency and the newly proposed implementing agency.
13. **Increased Flexibility for Traffic Signal, Intersection Improvement, ITS, and “Grouped” Projects:** Staff will use best practices to advance this category of projects.
14. **Addition and Adjustment of Phases:** Includes engineering, right-of-way, construction, etc.
15. **Administrative Scope Changes:** Minor clarifications to the type of work being performed, physical length of project, and project termini/limits. For example, changing the limits of a project from “.25 miles west of” to “west of,” or changing the limits from “point A” to “.5 miles east of point A,” or clarifying limits due to a change to the name of a roadway when there is no physical change to the limits (the name of the roadway just changed from one name to another, etc.
16. **Funding Year Changes:** Can be moved by staff if project is being moved less than one year.

Please note that a STIP revision may be required to make these changes in the statewide funding document. In all cases, MPO information systems will be updated and changes will be noted in project tracking systems.

### **Administrative Amendment Policy**

Administrative Amendments are TIP modifications that do not require action of the RTC for approval. Under the Administrative Amendment Policy, the RTC has authorized the Director of Transportation, or his designee, for the Dallas-Fort Worth MPO to approve TIP modifications that meet the following conditions. After they are approved, administrative amendments are provided to STTC and the RTC for informational purposes, unless they are merely processed to support previous RTC project approval.

1. **Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP-MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.

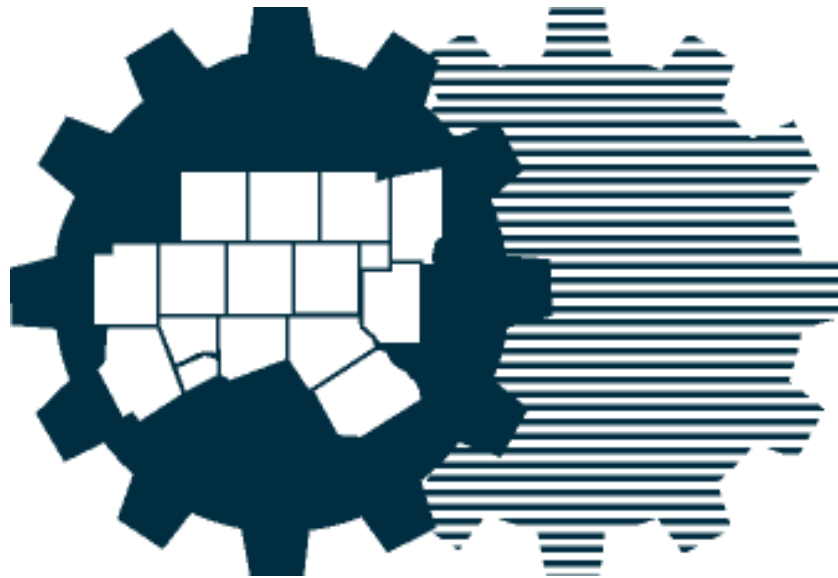
2. **Potentially Controversial Projects** - The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.
3. **Change in funding share due to adding funding from one program to another:** For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20% state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

### **Revision Policy**

Revisions are modifications that require approval of the Regional Transportation Council. A revision is required for any project modification that meets the following criteria or that does not fall under the Administrative Amendment Policy.

1. **Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
2. **Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
3. **Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
4. **Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
5. **Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013



North Central Texas Council of Governments  
Transportation Department

Title VI Complaint Procedures



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## Introduction

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

Any person who believes NCTCOG, or any entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

NCTCOG will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.

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## **When to File**

A complaint of discrimination must be filed within 180 calendar days of the alleged act of Discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180-day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint form and consent/release form must be dated and signed for acceptance. Complaints received more than 180 days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

## **Where to File**

In order to be processed, signed original complaint forms must be mailed to:

North Central Texas Council of Governments  
Transportation Department  
Title VI Specialist  
P.O. Box 5888  
Arlington, TX 76005-5888

Or hand delivered to:

616 Six Flags Drive  
Arlington, TX 76011

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited-English proficiency. A complaint may also be filed by a representative on behalf of a complainant.

Persons who are not satisfied with the findings of NCTCOG may seek remedy from other applicable state or federal agencies.

## **Required Elements of a Complaint**

In order to be processed, a complaint must be in writing and contain the following information:

- Name, address, and phone number of the complainant.
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly discriminated.
- Date of alleged discriminatory act(s).
- Basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability).
- A statement of complaint.
- Signed consent release form.

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## Incomplete Complaints

Upon initial review of the complaint, the Title VI Specialist will ensure that the form is complete and that any initial supporting documentation is provided. Should any deficiencies be found, the Title VI Specialist will notify the complainant within 10 working days. If reasonable efforts to reach the complainant are unsuccessful or if the complainant does not respond within the time specified in the request (30 days), the recipient may close the complainant's file. The complainant may resubmit the complaint provided it is filed within the original 180-day period.

Should the complaint be closed due to lack of required information, NCTCOG will notify the complainant at their last known address. In the event the complainant submits the missing information after the file has been closed, the complaint may be reopened provided it has not been more than 180 days since the date of the alleged discriminatory action.

## Records of Complaints

The Title VI Specialist will keep a record of all complaints received. The log will include such information as:

- Basic information about the complaint such as when it was filed, who filed it, and who it was against.
- A description of the alleged discriminatory action.
- Findings of the investigation.

## Complaint Process Overview

The following is a description of how a discrimination complaint will be handled once received by NCTCOG.

### 1. A complaint is received by NCTCOG:

Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited-English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint that do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. The complainant will be notified if the complaint form is incomplete and asked to furnish the missing information.

### 2. Complaint is logged into tracking database:

Completed complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received, including name of complainant, contact information, name and organization of person(s) who allegedly discriminated, date of alleged discriminatory act(s), basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability), and description of the alleged discriminatory action. Once the investigation is complete, the findings of the investigation will be logged into the complaint tracking database.

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### **3. Determine jurisdiction:**

Within 10 calendar days of the receipt of the complaint, NCTCOG's Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets basic criteria.

Criteria required for a complete complaint:

- Basis of alleged discrimination (i.e., race, religion, color, national origin, sex, age or disability).
- Determination of timeliness will also be made to ensure that the complaint was filed within the 180 day time requirement.
- The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination is made in which the program or activity that the alleged discrimination occurred is not conducted by NCTCOG or an entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), every attempt will be made to establish the correct agency. Whenever possible, and assuming consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency.

NCTCOG's Title VI Specialist will confer with the Department Director on the determination of a complete complaint and on any deferrals to other agencies. Once the Title VI Specialist completes an initial review of the complaint and determines that the criteria for a complete complaint is met, NCTCOG will forward the complaint to the Texas Department of Transportation, Office of Civil Rights, Compliance Section.

### **4. Initial written notice to complainant:**

Within 10 working days of the receipt of the complaint, NCTCOG will send notice to the complainant confirming receipt of the complaint; if needed the notice will request additional information, notify complainant that the activity is not related to a NCTCOG program or activity, or does not meet deadline requirements. Conclusions made in step three will determine the appropriate response to the complaint. Examples of response letters are located in Appendix A. If any additional information is needed from the complainant, it will be communicated at this point in the process. A copy of the written response, as well as the complaint form, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section.

### **5. Investigation of complaint:**

The Title VI Specialist will confer with the Department Director to determine the most appropriate fact finding process to ensure that all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include but is not limited to:

- Internal meetings with NCTCOG staff and legal counsel.
- Consultation with state and federal agencies.
- Interviews of complainant(s).
- Review of documentation (i.e., planning, public involvement, and technical program activities).
- Interviews and review of documentation with other agencies involved.
- Review of technical analysis methods.
- Review of demographic data.



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**6. Determination of investigation:**

An investigation must be completed within 60 days of receiving the complete complaint, unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The Title VI Specialist, Department Director and/or designee will render a recommendation for action, including formal and/or informal resolution strategies in a report of findings to the NCTCOG Executive Director.

**7. Notification of determination:**

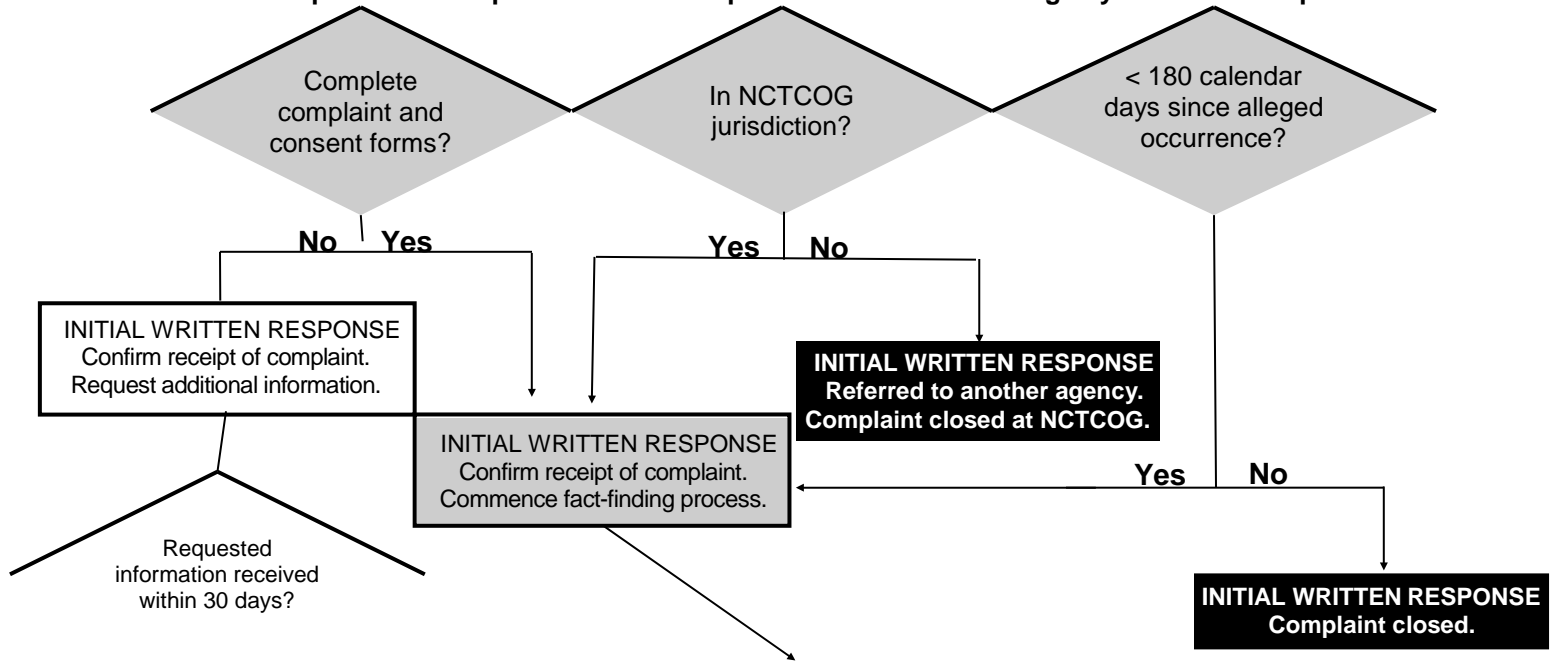
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for information purposes.

## RECEIPT OF COMPLAINT

A written discrimination complaint is received and entered into tracking database.

## INITIAL REVIEW

Initial review completed and response sent to complainant within 10 working days of when complaint received.



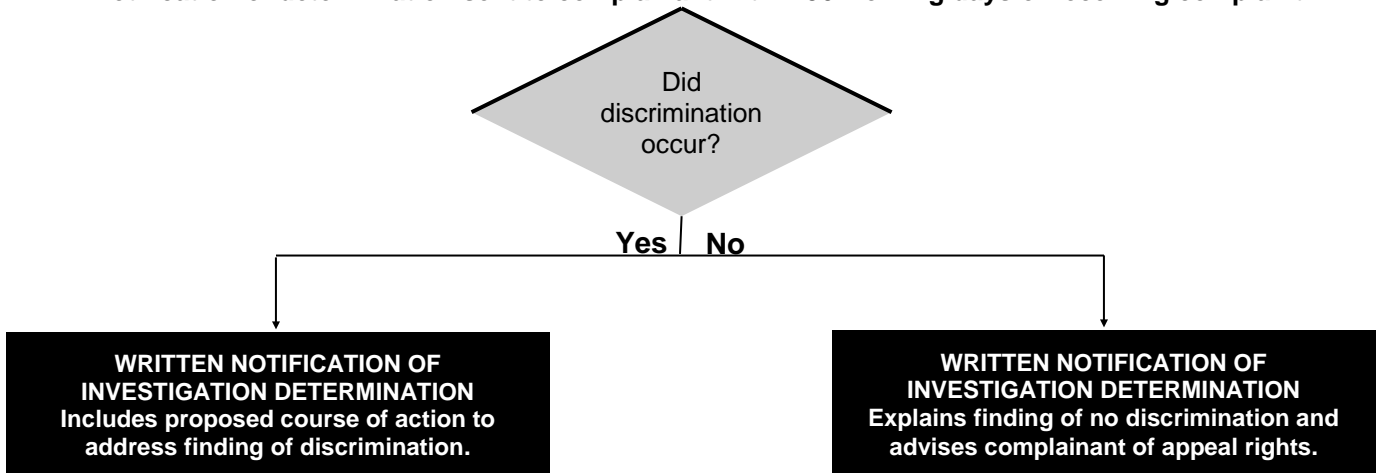
## INVESTIGATION / FACT FINDING

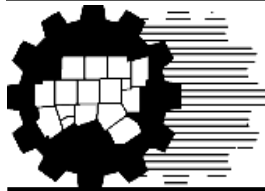
Completed within 60 working days of receiving complaint. Findings summarized and report submitted to head of Agency.

No  
Complaint may be closed.

## DETERMINATION OF INVESTIGATION

Notification of determination sent to complainant within 90 working days of receiving complaint.





## North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on this page of this form carefully before you begin.

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

NCTCOG is required to implement measures to ensure that persons with limited-English proficiency or disability have meaningful access to the services, benefits and information of all its programs and activities under Executive Order 13166. Upon request, assistance will be provided if you are limited-English proficient or disabled. Complaints may be filed using an alternative format if you are unable to complete the written form.

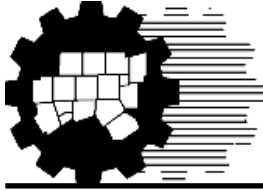
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar days to respond to any written request for information. Failure to do so will result in the closure of the complaint.

Submit the forms by mail to:

North Central Texas Council of Governments  
Transportation Department  
Title VI Specialist,  
P.O. Box 5888  
Arlington, TX 76005-5888

Or in Person at:  
616 Six Flags Drive  
Arlington, TX 76011

If you have any questions or need additional information, please call (817) 695-9240 or e-mail [titlevi@nctcoq.org](mailto:titlevi@nctcoq.org).



## North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on the first page of this form carefully before you begin.

### 1

First Name	MI	Last Name
Street Address	City	State Zip Code
Telephone Number	e-mail Address	

### 2 Who do you believe discriminated against you?

First Name	MI	Last Name
Name of Business/Organization	Position/Title	
Street Address	City	State Zip Code
Person's Relationship to You		

### 3 When did the alleged act(s) of discrimination occur? Please list all applicable dates in mm/dd/yyyy format.

Date(s):

Is the alleged discrimination ongoing?  Yes  No

### 4 Where did the alleged act(s) of discrimination occur? (Attach additional pages as necessary.)

Name of Location

### 5 Indicate the basis of your grievance of discrimination.

<input type="checkbox"/> Race:	<input type="checkbox"/> Color:
<input type="checkbox"/> National Origin:	<input type="checkbox"/> Sex:
<input type="checkbox"/> Age:	<input type="checkbox"/> Disability:
<input type="checkbox"/> Religion:	

**6 Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.**

**Please explain how other persons or groups were treated differently by the person(s)/ agency who discriminated against you.**

**Please list and describe all documents, e-mails, or other records and materials pertaining to your complaint.**

**Please list and identify any witness(es) to the incidents or persons who have personal knowledge of information pertaining to your complaint.**

**Have you previously reported or otherwise complained about this incident or related acts of discrimination? If so, please identify the individual to whom you made the report, the date on which you made the report, and the resolution. Please provide any supporting documentation.**

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Please provide any additional information about the alleged discrimination.

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**7** If an advisor will be assisting you in the complaint process, please provide his/her name and contact information.

First Name	MI	Last Name
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Name of Business	Position/Title	Telephone Number
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Street Address	City	State	Zip Code
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**8** This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination Complaint Consent/Release form is attached. If you are filing a complaint of discrimination on behalf of another person, our office will also need this person's consent.

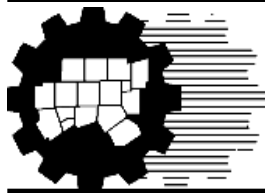
I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances are as I have described them. I also understand that if I will be assisted by an advisor, my signature below authorizes the named individual to receive copies of relevant correspondence regarding the complaint and to accompany me during the investigation.

---

Signature

---

Date



## North Central Texas Council of Governments Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin.

---

First Name \_\_\_\_\_ MI \_\_\_\_\_ Last Name \_\_\_\_\_

---

Street Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

As a complainant, I understand that in the course of an investigation it may become necessary for the North Central Texas Council of Governments to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of the North Central Texas Council of Governments to honor requests under the Freedom of Information Act. I understand that as a complainant I am protected from retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statues and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

**Please Check one:**

- I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.
- I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

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Signature \_\_\_\_\_

---

Date \_\_\_\_\_

# 2018 Public Participation Plan Update

**Surface Transportation Technical Committee**

**Sept. 28, 2018**

**Kyle Roy**



**North Central Texas  
Council of Governments**



# Public Participation Plan

**Fulfills basic public involvement requirements established by federal law**

**Defines public involvement procedures and comment periods**

**Outlines communications and outreach strategies for informing the public**

**Describes measures for diversity and inclusiveness**

**Provides basis for evaluating outreach efforts**

# Legislative Basis

**Public participation requirements are outlined in laws and legislation regarding:**

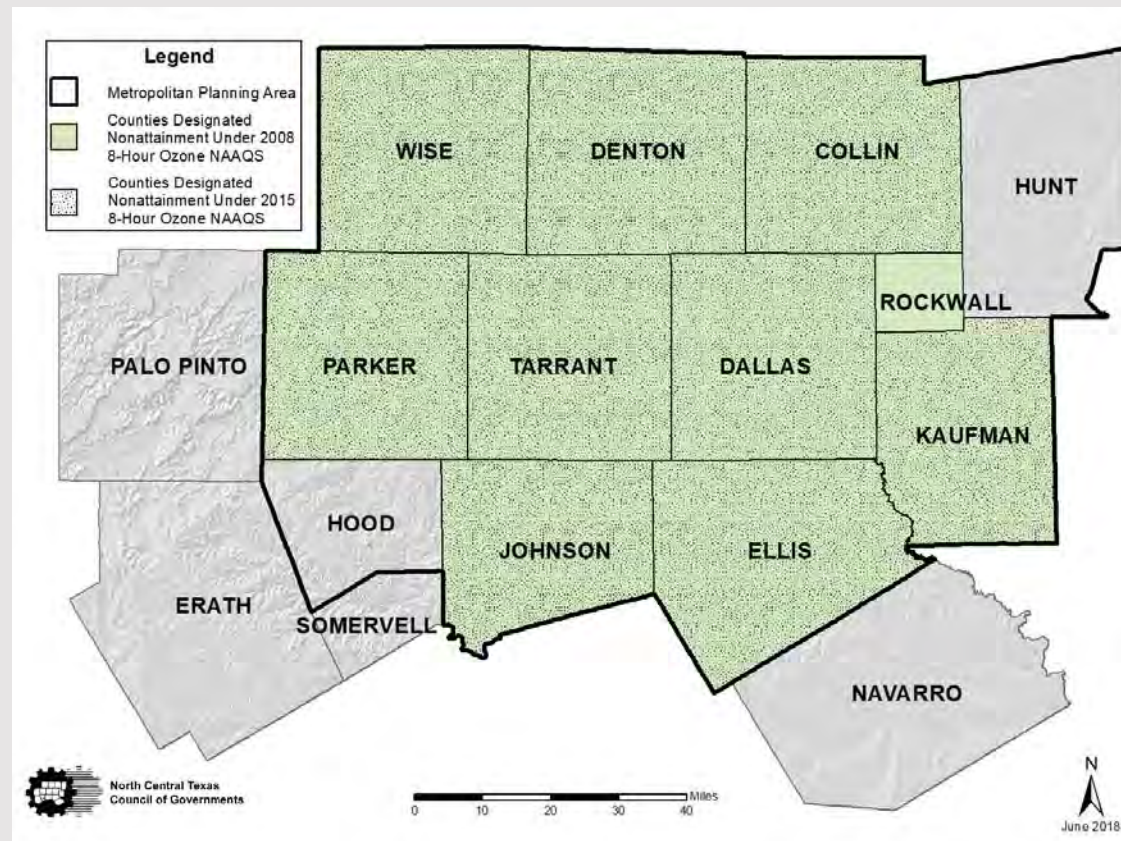
Transportation funding

Civil rights

Environmental justice

Limited English proficiency

# Where We Involve People



# Ways We Involve People

Public meetings, online comment opportunities

Website, email and social media

Publications, newsletters

Community events

Speaking opportunities

Media relations

Advertising



@NCTCOGtrans

# Updating the Plan

**Last updated in February 2015**

**New federal regulations on stakeholders**

**Increasing shift toward streaming video, technology**

**Growing emphasis on outreach to and through community groups**

**New regional demographics**

# Proposed Revisions

**Revised stakeholder list to reflect new federal requirements**

**More efficient public input opportunities**

**Increased emphasis on livestreaming**

**Updated Language Assistance Plan**

**Increased weight given to local comments**

**Refined evaluation measures and reporting**

**More appealing design and formatting**

# Public Comment Policy and Update Summary

## **What's Staying the Same**

Length of comment periods

Meetings recorded and posted online

## **What's Changing**

No requirement for multiple public meetings

Meetings livestreamed whenever possible

Recommendations for UPWP modifications posted online without video summary

# Schedule

<b>August 9, 2018</b>	<b>RTC Information</b>
<b>August 24, 2018</b>	<b>STTC Information</b>
<b>September 10, 11, 19, 2018</b>	<b>Public meetings</b>
<b>September 10, 2018</b>	<b>Public comment period begins</b>
<b>September 28, 2018</b>	<b>STTC Information</b>
<b>October 11, 2018</b>	<b>RTC Information</b>
<b>October 26, 2018</b>	<b>STTC Action</b>
<b>November 8, 2018</b>	<b>RTC Action</b>



# Contacts

**Amanda Wilson, AICP**

Program Manager

awilson@nctcog.org • 817-695-9284

**Kyle Roy**

Communications Specialist

kroy@nctcog.org • 817-704-5610

[www.nctcog.org/trans/involve](http://www.nctcog.org/trans/involve)



@NCTCOGtrans

# Dallas-Fort Worth Clean Cities Fleet Recognition and Annual Report



Bailey Muller, Senior Air Quality Planner  
Surface Transportation Technical Committee  
September 28, 2018



# Annual Report Categories



Emissions Reduction Measures



Fuel Reduction Measures

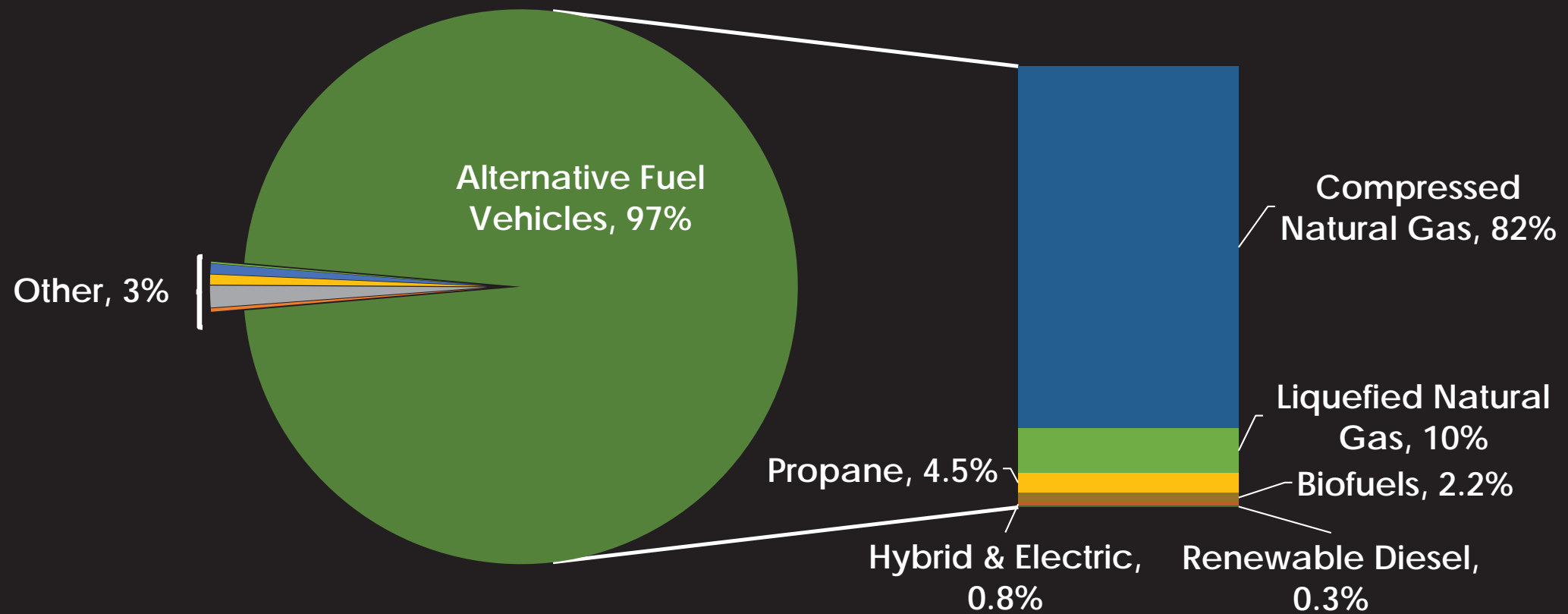


Partnership with DFW Clean Cities



Outreach and Awareness of Air Quality Goals

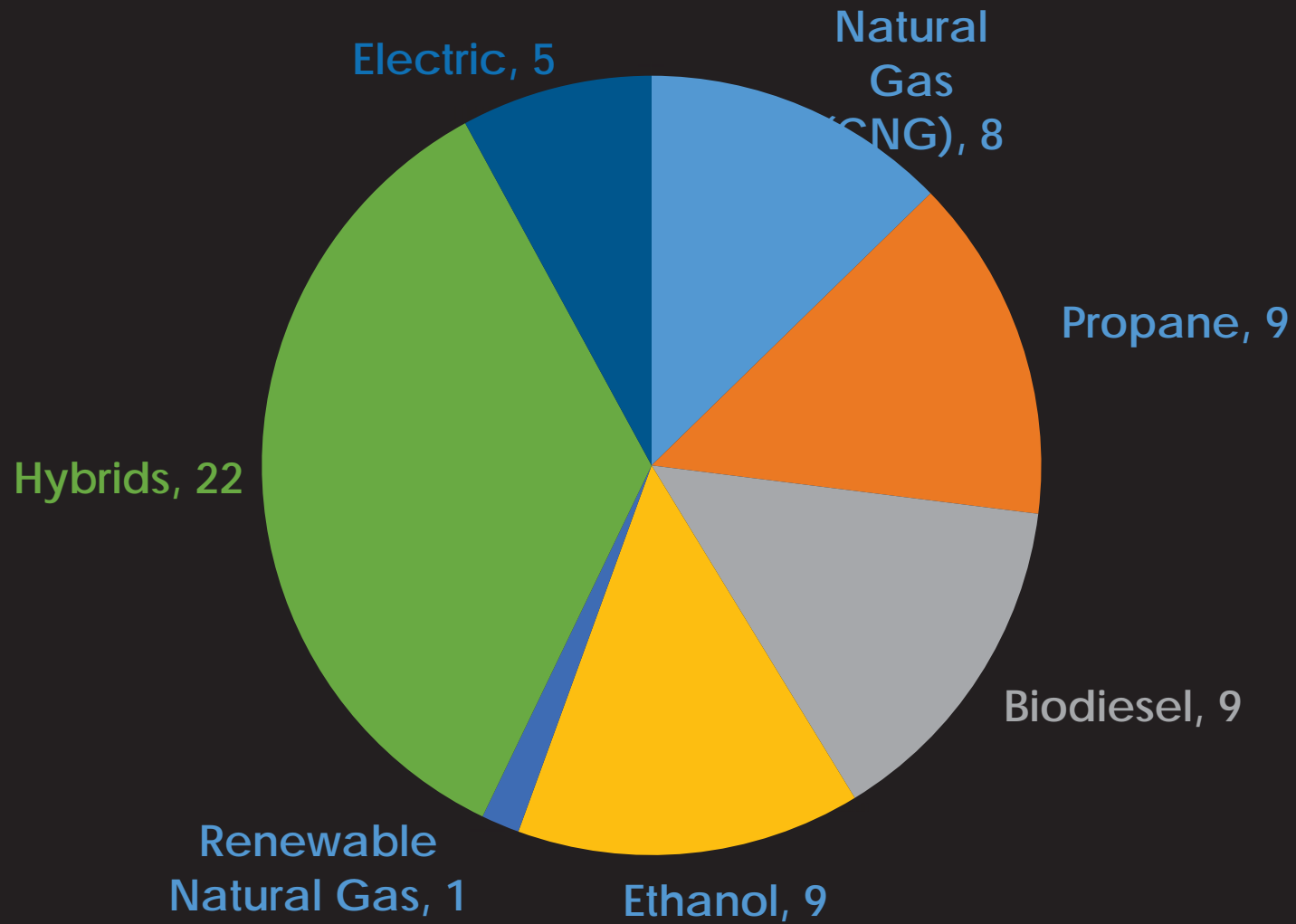
# 2017 Gallons of Gasoline Equivalent Reduced by Strategy and Fuel Type *23.27 Million Gallons*



Other- Idle Reduction, Electric, Off-Road, Vehicle Miles Traveled

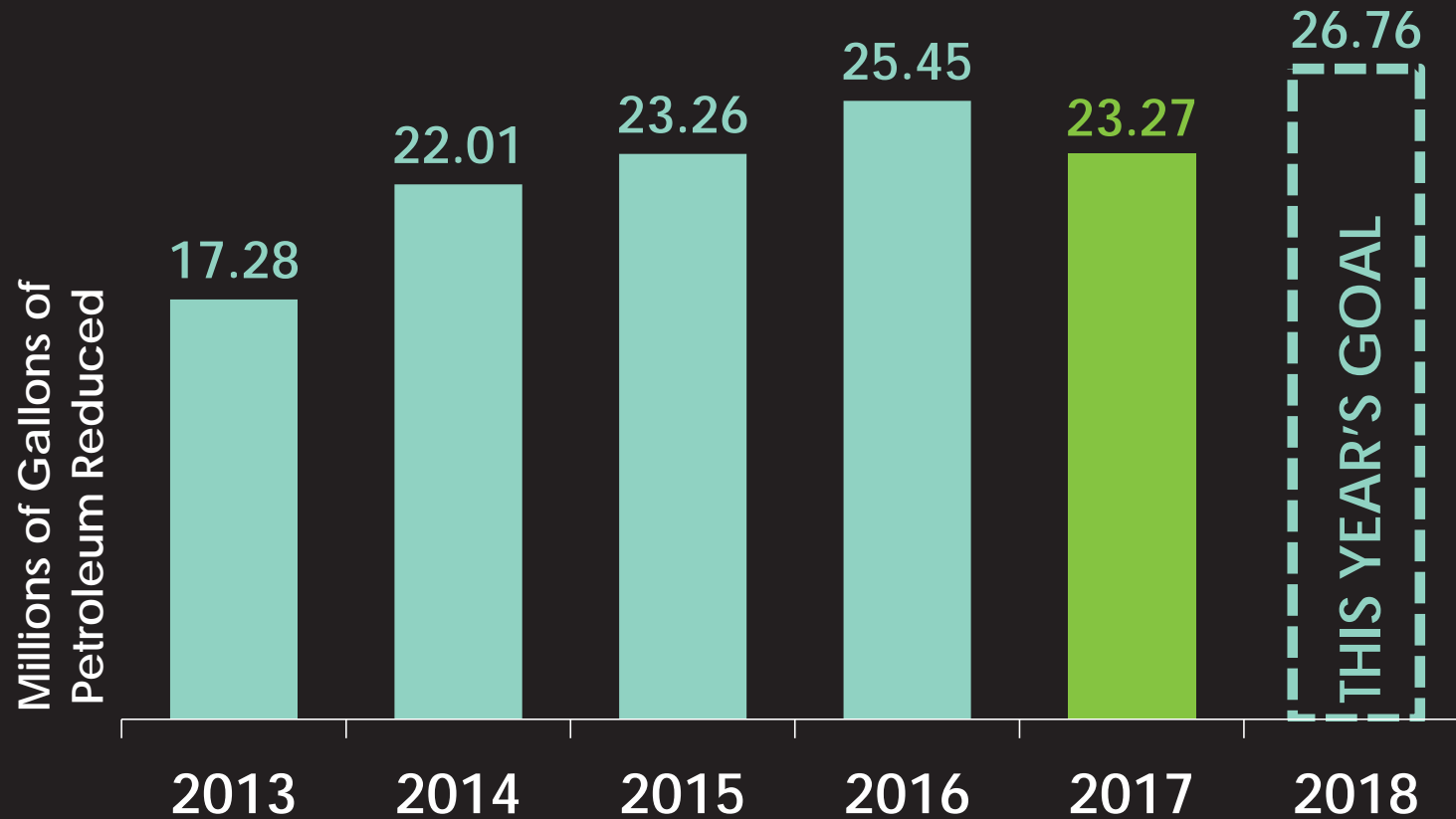
# FLEETS USING ALTERNATIVE FUELS

## 33 REPORTED FLEETS



# DFW Clean Cities Annual Report Results

Fleet Surveys Received: 33



Equal to ~391 Tons of NO<sub>x</sub> Avoided in 2017

# 2018 DFW Clean Cities Fleet Recognition Awards



## *BRONZE FLEETS*

City of Carrollton  
City of Coppell  
City of Denton  
City of Irving  
City of Lewisville  
City of Plano  
Dallas Area Rapid Transit  
Denton ISD  
Tarrant County  
Town of Addison  
Town of Flower Mound  
Trinity Metro



## *SILVER FLEETS*

City of Dallas  
City of Euless  
City of North Richland Hills  
City of Richardson  
City of Southlake  
DFW Airport

*\*2018 Recognition Based on Reports of 2017 Fleet Activity*

# Congrats to All Awardees!





# Contacts

**Bailey Muller**  
**Senior Air Quality Planner**  
**(817) 695-9299**

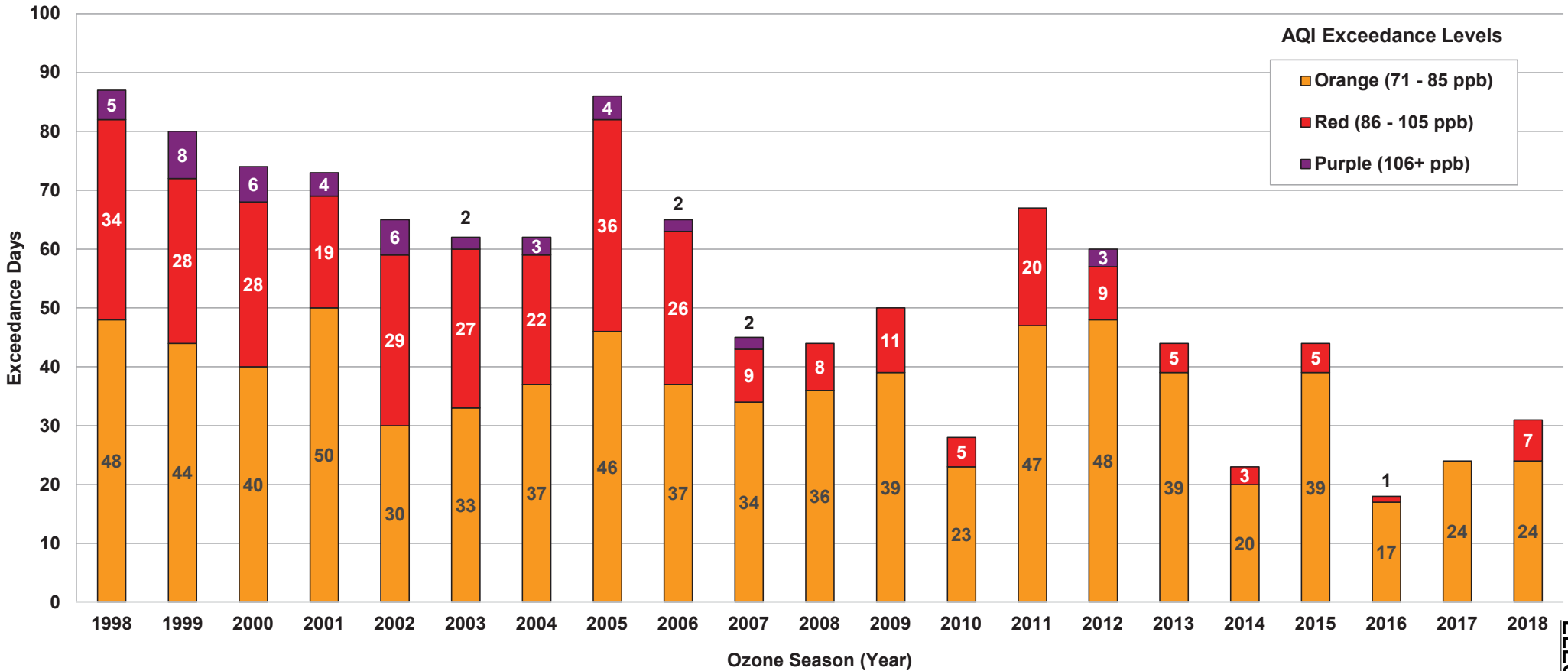
**Lori Clark**  
**Program Manager**  
**DFW Clean Cities Coordinator**  
**(817) 695-9232**

[www.dfwcleancities.org](http://www.dfwcleancities.org)  
[cleancities@nctcog.org](mailto:cleancities@nctcog.org)



# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of September 17, 2018)

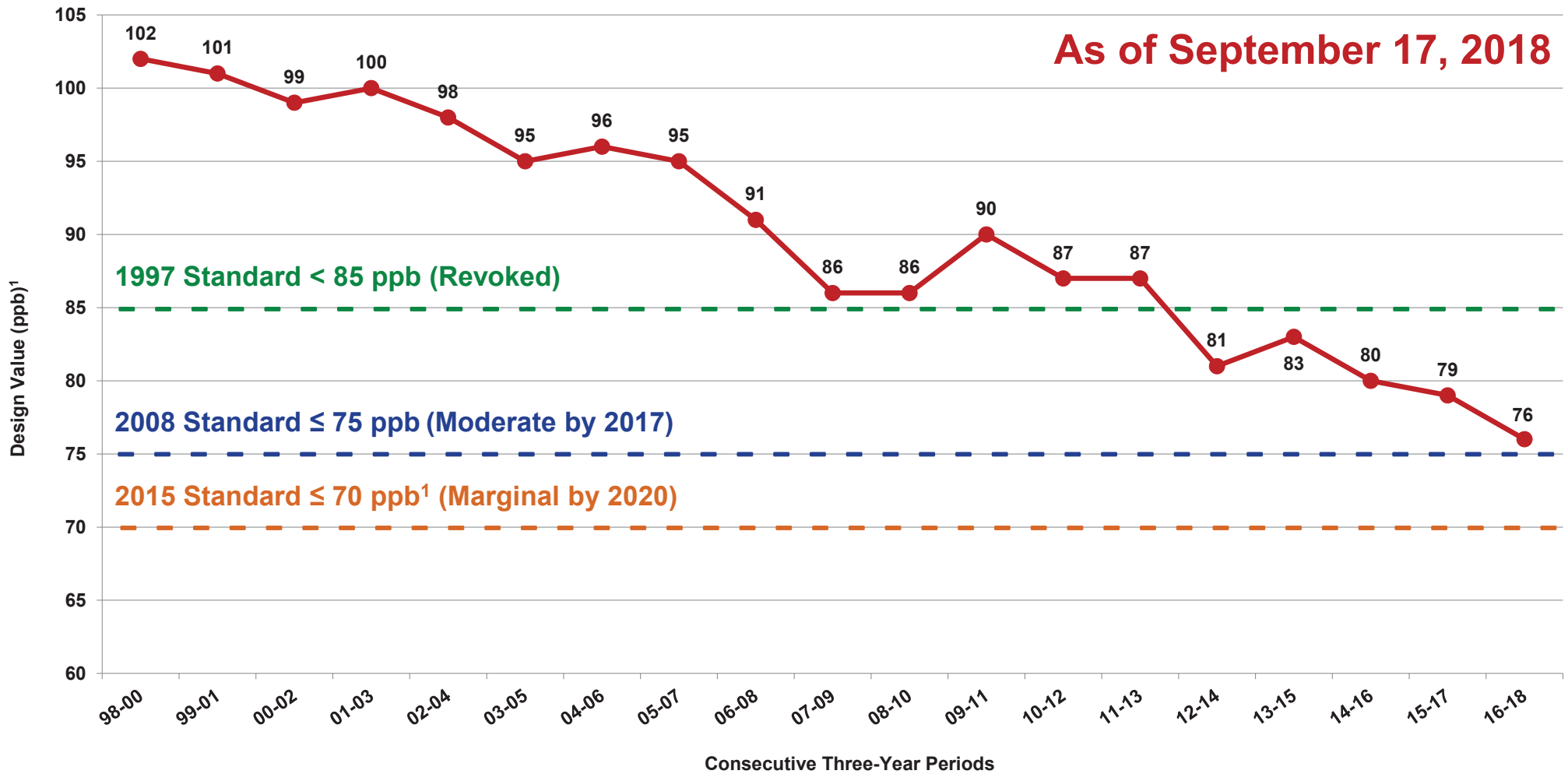


Exceedance Level indicates daily maximum eight-hour average ozone concentration.  
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)  
ppb = parts per billion

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of September 17, 2018



<sup>1</sup>Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

# CONTACTS

## General Air Quality:

**Jenny Narvaez**  
**Program Manager**  
**(817) 608-2342**  
**[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)**

## Outreach:

**Whitney Vandiver**  
**Communications Coordinator**  
**(817) 704-5639**  
**[wvandiver@nctcorg.org](mailto:wvandiver@nctcorg.org)**



**<http://www.nctcog.org/trans/air/ozone/index.asp>**

**<https://www.airnorthtexas.org/>**



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

September 13, 2018

Texas Commission on Environmental Quality  
Air Quality Division  
Implementation Grants Section, MC-204  
P.O. Box 13087  
Austin, TX 78711-3087  
ATTN: VW Settlement

Re: Comments Regarding Draft Beneficiary Mitigation Plan for Texas

Dear Chairman Niermann:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, attached are formal comments on the Draft Beneficiary Mitigation Plan (Plan) for Texas. The RTC appreciates the hard work completed by the Texas Commission on Environmental Quality (TCEQ) staff in developing the draft Plan and supports the goals laid out by the TCEQ. We are in agreement with several elements of the Plan, including:

- Requiring some match for all projects;
- Setting aside funding for statewide zero-emission vehicle infrastructure; and
- Dedicating 81 percent of funds for eligible mitigation actions in certain "priority areas" of the state to maximize impacts.

However, after review of the Plan, the RTC requests that certain items be revised as the Plan is finalized. These items are detailed in the enclosed policy paper and accompanying attachments. We appreciate the TCEQ's recognition of the important role that Councils of Governments and MPOs play, and the commitment to give particular weight to comments received from our organization along with our peers across the state.

The RTC wishes to convey our commitment to partnership with regard to implementation of these funds. We appreciate your consideration of these recommendations, and will schedule a meeting to discuss these points in the event you have any questions. In the meantime, please contact Chris Klaus, Senior Program Manager of Air Quality Planning and Operations at the North Central Texas Council of Governments, at (817) 695-9286 or [cklaus@nctcog.org](mailto:cklaus@nctcog.org).

Sincerely,

Gary Fickes  
Chair, Regional Transportation Council  
Commissioner, Tarrant County

LPC:ch  
Enclosure

cc: Donna Huff, Director, Air Quality Division, TCEQ  
Joe Walton, Manager, Implementation Grants Section  
Steve Dayton, Technical Specialist, Implementation Grants Section  
Chris Klaus, Senior Program Manager, NCTCOG

## **Regional Transportation Council Policy Paper Regarding Requested Changes to the Draft Beneficiary Mitigation Plan (Plan) for Texas as Released August 8, 2018**

The Regional Transportation Council (RTC) requests the following be revised as the Plan is finalized.

### **1. Provide a Fair-Share Funding Allocation to the Dallas-Fort Worth (DFW) Area**

The proposed funding allocation to the DFW Area, which is approximately \$29 million, is inexplicably low and should be modified to properly reflect an equitable distribution based on realistic expectations and technical data. The Texas Commission on Environmental Quality (TCEQ) lists the first two goals as reducing nitrogen oxides (NO<sub>x</sub>) emissions in the areas most impacted by emissions, and reducing the potential for exposure of the public to pollutants. The Plan identifies a two-thirds to one-third division of funding between areas “close” to the ozone standard and the long-time ozone nonattainment areas. This proposal lacks sufficient technical details and ignores regional fair-share funding allocation. As the DFW Area is designated nonattainment for both the 2008 and 2015 ozone standards with a population of over 7 million persons, a higher allocation of funding to DFW is critical to meeting the stated goals of the TCEQ. The RTC previously recommended that the DFW Area receive approximately \$63 million of the Texas allocation, and stands by this original recommendation.

To aid the TCEQ’s fair-share technical assessment, the North Central Texas Council of Governments (NCTCOG) staff evaluated various metrics to determine if the original \$63 million request was valid. A summary of this evaluation is detailed in Attachment 1. This analysis shows that regardless of what metric is used to determine funding distribution across the state, the appropriate allocation to the DFW Area is far greater than what has been proposed. Thus, the RTC reiterates the need for a substantially higher allocation to the DFW Area and recommends a data-based, transparent explanation of methodology for geographic distribution in the final Plan.

### **2. Allow Regional Agencies to Serve as Third-Party Administrators of Mitigation Trust Funds**

The RTC reiterates our previous recommendation that the TCEQ allow Councils of Governments (COGs) to serve as third-party administrators of the Trust in their areas. Regional agencies add value by being more closely attuned to regional priorities and opportunities. Moreover, the NCTCOG houses the DFW Clean Cities Coalition, which focuses on working with fleets and is a natural conduit for connecting with potential applicants and leveraging national expertise on vehicle technologies eligible under the Plan. NCTCOG has also proven its abilities as a third-party administrator of Texas Emissions Reduction Plan (TERP) funds.

The RTC respects the TCEQ’s aggressive proposal to limit administrative costs to only four percent. We support the effort to maximize funding available for project implementation. Therefore, the RTC commits that if allowed to serve as a third-party administrator, the NCTCOG would not charge any administrative costs to the Mitigation Trust fund. All administrative costs would be paid through other funding sources available to NCTCOG, thus preserving 100 percent of the funds allocated to the DFW Area for project implementation.

### **3. Update Emission Calculation Methodology to Use Latest/Greatest Tools**

The RTC recommends the TCEQ update its emissions calculation practices to other commercially available and user-friendly tools that provide more robust project analysis, rather than rely on the in-house TERP calculator that has been proposed. It is highly recommended that the TCEQ utilize the Argonne National Laboratory Alternative Fuel Life-Cycle Environment and Economic Transportation (AFLEET) Tool for quantification of all on-road vehicle projects. AFLEET includes adjustment factors for new diesel engines that reflect the higher emission rates at low speeds, based on the real-world research detailed in Attachment 2, and will also provide multi-pollutant emissions benefits. The Environmental Protection Agency's Diesel Emissions Quantifier (DEQ) tool is recommended for non-road projects, as it also provides multi-pollutant benefits.

TERP methodology is inadequate for two reasons. First, it only estimates impacts of a single pollutant, NO<sub>x</sub>. While NO<sub>x</sub> emissions are the focus of the Trust, multi-pollutant benefits should be quantified in order to provide a more holistic view of Mitigation Plan impacts. Second, and more importantly, TERP methodology relies on engine certification to determine emission rates. Numerous studies have shown that the newest, cleanest diesel engines emit NO<sub>x</sub> at rates far higher than their certification levels under various conditions, especially when at low speeds. A sample listing of research projects on this topic is included as Attachment 2. Thus, relying on engine certification alone will underestimate the emissions of new diesel engines, and overestimate potential emissions reductions achieved. This not only delays progress in reaching attainment, but also has consequences for project selection. As the Volkswagen Settlement put much emphasis on all-electric technology, it is likely that submitted projects will include several all-electric projects, as well as other alternative fuels. These technologies typically cost more, but because they can achieve superior emissions reductions, have the potential to be competitive on a cost-effectiveness basis if real-world emissions expectations are considered. If a competitive evaluation is based only on certification data, the underestimation of new diesel emissions will likely result in a decision to award funding to a project that appears to be more cost-effective on paper only, at the expense of an alternative fuel vehicle project that would have achieved more emissions reductions. Ironically, the discrepancy between certified and real-world emissions rates is what led to the Volkswagen Settlement and development of the Mitigation Trust.

### **4. Confirm and Clarify Equal Eligibility of Zero-Emission Vehicle Infrastructure**

It is our understanding that for heavy-duty replacement or repower projects involving a new all-electric vehicle, both hydrogen refueling and electric recharging infrastructure are equally eligible to receive up to 60 percent funding as part of the project costs. The RTC supports this interpretation as it provides equity between multiple fuel types, within the constraints of the court settlement. However, we recommend that the TCEQ clarify this by adding a definition of "charging infrastructure" that specifies both hydrogen and battery-electric eligibility, similar to the definition of "All-Electric".

### **5. Quantify Cost Effectiveness Based Only on Mitigation Plan Funding**

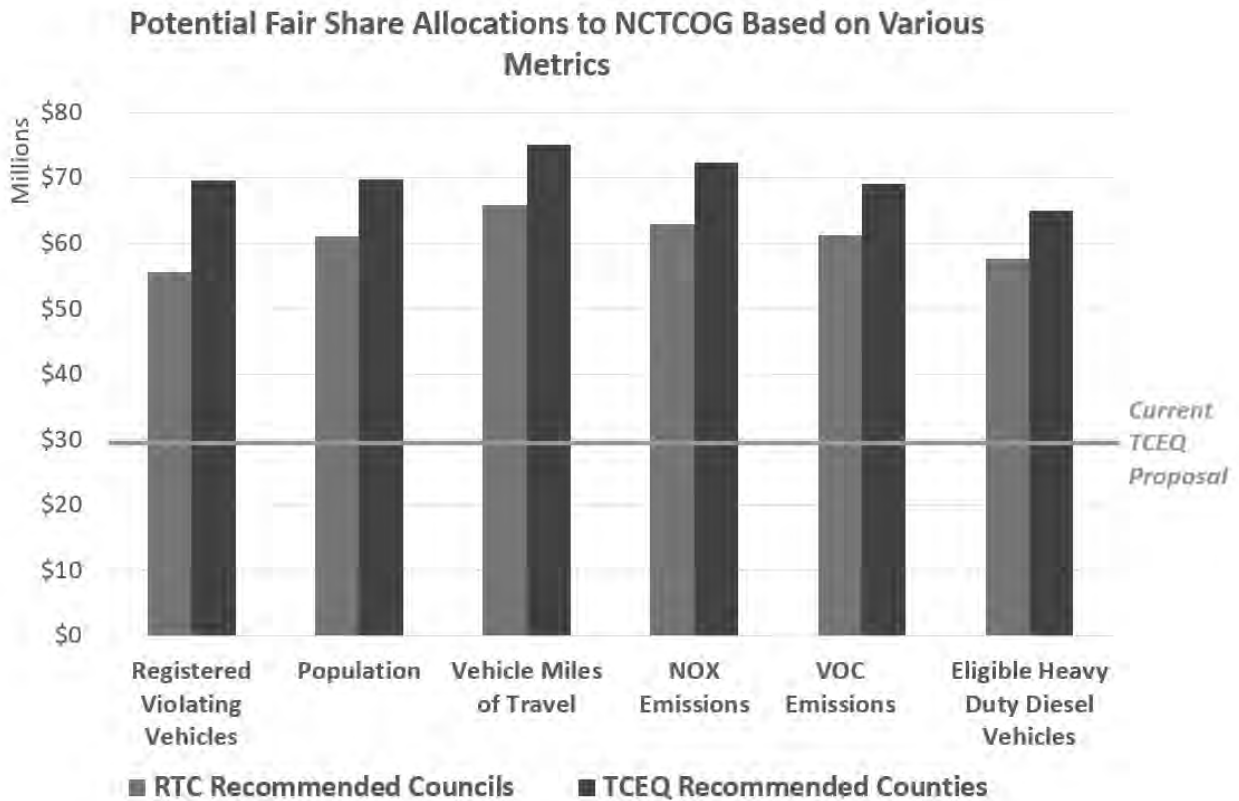
The RTC recommends that the TCEQ only consider the amount of Mitigation Plan funding requested for a project when calculating cost effectiveness. Applicants are likely to leverage Mitigation Plan funding with other sources to offset match requirements or to enable a smaller funding request that would make more expensive projects, such as those involving alternative fuels or infrastructure to support all-electric vehicles, more competitive on a cost-effectiveness evaluation. These projects should not be penalized for leveraging other funding sources to stretch limited dollars further.

**Summary of DFW Area Fair-Share Allocation Under the Draft Beneficiary Mitigation Plan for Texas**

**Exhibit 1: Potential Fair Share Allocations to DFW Area Based on Various Metrics**

Metric	DFW Area as % of Areas Originally Recommended by the Regional Transportation Council	DFW Area as % of Counties Proposed as Priority Counties by the TCEQ
Registered Violating Vehicles	32.77%	41.10%
Population	35.97%	41.21%
Vehicle Miles of Travel	38.82%	44.26%
NO <sub>x</sub> Emissions	37.14%	42.66%
VOC Emissions	36.13%	40.76%
Heavy-Duty Diesel Vehicles Eligible for Replacement/Repower	34.04%	38.37%

**Exhibit 2: Potential Fair Share Allocations to DFW Area Based on Various Metrics**



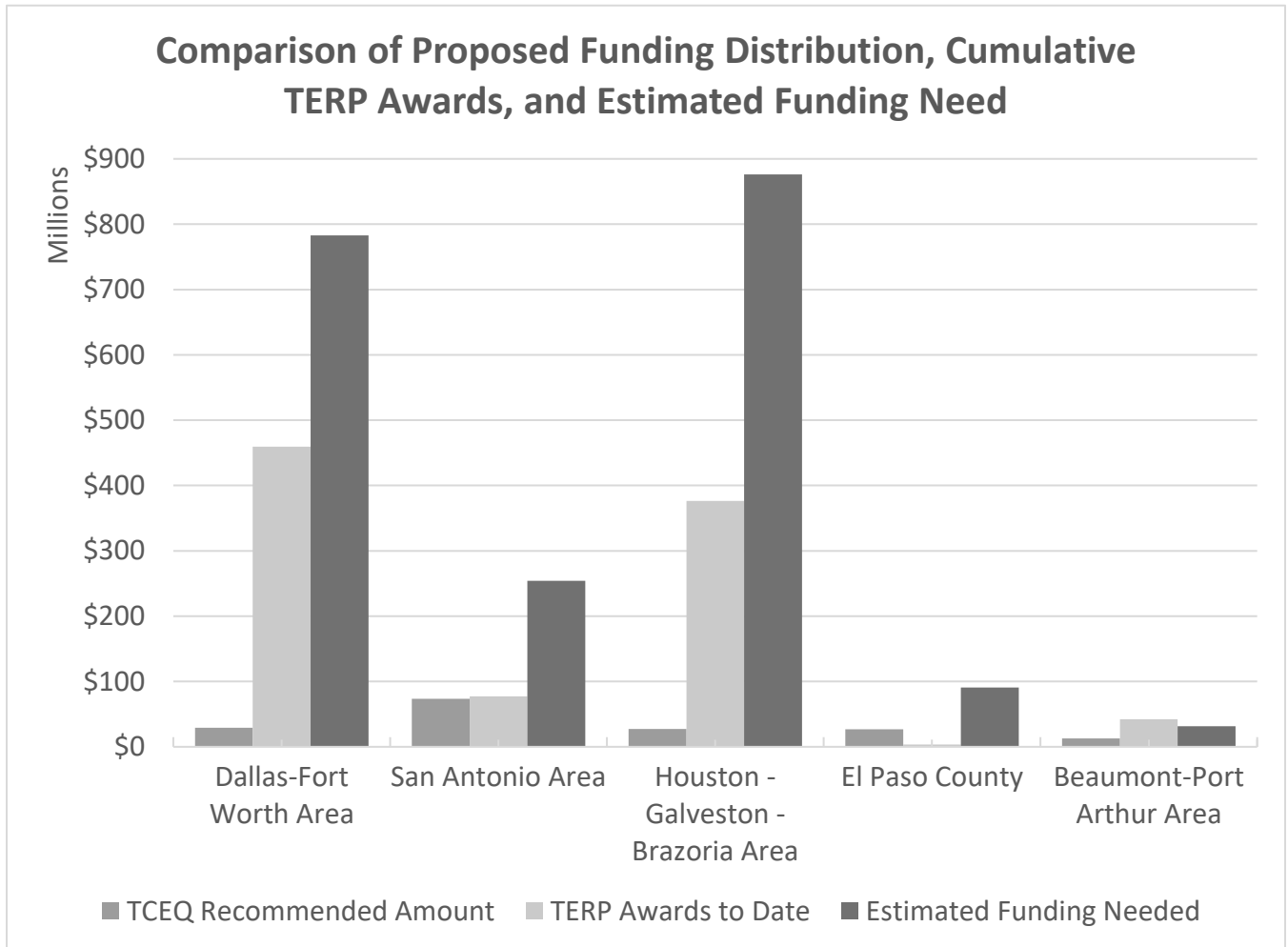


**Exhibit 3: Estimated Distribution of Eligible Heavy-Duty Diesel Vehicles and Funding Need Among TCEQ-Proposed Priority Areas**

Region	Estimated Number of Eligible Vehicles	Minimum Funding Need (in Millions)
Dallas-Fort Worth	21,340	\$782.8
San Antonio	6,877	\$254.2
Houston–Galveston-Brazoria	23,989	\$876.0
El Paso	2,475	\$90.6
Beaumont-Port Arthur	726	\$31.3

*NCTCOG evaluated Department of Motor Vehicle Registration Data as of August 20, 2018 and identified potentially eligible heavy-duty diesel vehicles based on model year, gross vehicle weight, fuel type, and vehicle type. Minimum Funding Need is based on lowest estimated project cost identified by TCEQ in Table D.3 of the Draft Beneficiary Mitigation Plan for Texas, multiplied by the number of vehicles in each area of that type.*

**Exhibit 4: Comparison of TCEQ-Proposed Funding, Estimated Funding Needs from Exhibit 3, and Cumulative Texas Emissions Reduction Plan Funds Awarded from 2001-2017**



**Subset of Research Indicating that Heavy-Duty Diesel Engine Emissions Certification Levels are not an Accurate Indication of Real-World Emissions of Nitrogen Oxides (NO<sub>x</sub>)**

1. Seunju Yoon et al. "Comparison of NO<sub>x</sub> Emissions from In-Use 2010 Technology Heavy-Duty Engines to Their Certification Standards." 25th CRC On-road Emissions Workshop, March 23-25, 2015, Long Beach, CA. California Air Resources Board (2015). <https://www.arb.ca.gov/research/veh-emissions/onroad-nox/crc2015-nox.pdf>
  - Slide 14: "In-use NO<sub>x</sub> emissions from 2010 diesel trucks were higher than the certification standard and the certification level NO<sub>x</sub>."
2. Johnson, Kent et al. "Ultra-Low NO<sub>x</sub> Natural Gas Vehicle Evaluation ISL G NZ." Center for Environmental Research & Technology, University of California Riverside (2016). [https://www.cert.ucr.edu/research/efr/2016%20CWI%20LowNOx%20NG\\_Finalv06.pdf](https://www.cert.ucr.edu/research/efr/2016%20CWI%20LowNOx%20NG_Finalv06.pdf)
  - Section 1.2, page 11: "Although the 2010 certification standards were designed to reduce NO<sub>x</sub> emissions, the in-use NO<sub>x</sub> emissions are actually much higher than certification standards for certain fleets... For diesel engines low load duty cycles have a significant impact in the NO<sub>x</sub> emissions... The cold start emissions were ten times higher than the certification standard and much higher than the corresponding hot start emissions... The main cause for the high NO<sub>x</sub> emissions is low selective catalytic reduction (SCR) inlet temperatures resulting from low power operation."
3. Anenberg, Susan C. et al. "Impacts and mitigation of excess diesel-related NO<sub>x</sub> emissions in 11 major vehicle markets." *Nature* 545 (2017). <https://www.nature.com/articles/nature22086>
  - Pages 467-471: "...across 11 markets, representing approximately 80 per cent of global diesel vehicle sales, nearly one-third of on-road heavy-duty diesel vehicle emissions... are in excess of certification limits."
4. Thiruvengadam, Arvind, et al. "Emission Rates of Regulated Pollutants from Current Technology Heavy-Duty Diesel and Natural Gas Goods Movement Vehicles. *Environ. Sci. Technol.* 49.8 (2015). <https://pubs.acs.org/doi/10.1021/acs.est.5b00943>
  - Pages 5236-5244: "The low percentage of activity SCR over the local and near-dock cycles contributed to a brake-specific NO<sub>x</sub> emissions that were 5-7 times higher than in-use certification limit."
5. Quiros, David C. et al. "Real-World Emissions from Modern Heavy-Duty Diesel, Natural Gas, and Hybrid Diesel Trucks Operating Along Major California Freight Corridors." *Emission Control Science and Technology* 2.3 (2016)<https://link.springer.com/article/10.1007/s40825-016-0044-0>
  - Pages 156-172: "The ranking of certification NO<sub>x</sub> emissions for the seven engines reported during engine-dynamometer-based certification was not maintained during real-world testing; for example, highway driving NO<sub>x</sub> emissions were lower than certification values for some engine families and higher than certification values for others."
6. Center for Alternative Fuels, Engines, and Emissions, West Virginia University. In-Use Emissions and Performance Testing of Propane-Fueled Engines. (2017).
  - Summary Attached, courtesy of the Texas Propane Gas Association.

## West Virginia University (WVU) In-Use Emissions and Performance Testing of Propane-Fueled Engines

West Virginia University performed a research program for PERC to establish exhaust emissions and performance characteristics of propane-fueled vehicles/engines through in-use testing methods in comparison to vehicles/engines fueled with other common transportation fuels. WVU used portable emissions measurement systems (PEMS) on each vehicle to collect the data (CO, CO<sub>2</sub>, NO<sub>x</sub>, and total hydrocarbon emissions) as they drove predetermined test routes using hot and cold starts. The Morgantown route consisted of city and highway driving, while the Stop and Go route simulated low speed operation and passenger pick up. The table below shows the specifications of the tested school buses.

<b>Fuel</b>	Propane (LPG)	Ultra-Low Sulfur Diesel
<b>Vehicle</b>	Blue Bird School Bus (6.8L, 10 Cylinder)	Blue Bird School Bus (6.7L, 6 Cylinder)
<b>Model Year</b>	2015	2014
<b>Exhaust Aftertreatment</b>	Three-Way Catalyst	Diesel Oxidation Catalyst, Diesel Particulate Filter, Selective Catalytic Reduction System

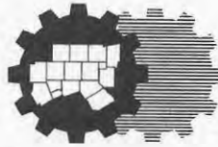
**Pros:** The approach to collect real-world data on specific propane-fueled vehicles/engines was robust and accurate. NO<sub>x</sub> results are very favorable for propane.

**Cons:** The results are specific to the conditions of the test environment and differ from the requirements (e.g., temperature) for engine certification testing.

### Noteworthy Results

- 96% NO<sub>x</sub> reduction: Propane school bus vs. diesel school bus (stop-and-go route)
- >95% NO<sub>x</sub> reduction: Propane school bus vs. diesel school bus (Morgantown route, cold start)
- >93% NO<sub>x</sub> reduction: Propane school bus vs. diesel school bus (Morgantown route, hot start)
- >13% CO<sub>2</sub> reduction: Propane school bus vs. diesel school bus (stop-and-go route)

The findings from the WVU in-use tests of high NO<sub>x</sub> emissions for heavy-duty vehicles are supported by other tests in literature. See “Real-World Emissions from Modern Heavy-Duty Diesel, Natural Gas, and Hybrid Diesel Trucks Operating Along Major California Freight Corridors” ([link](#)) and “Emission rates of regulated pollutants from current technology heavy-duty diesel and natural gas goods movement vehicles” ([link](#)).



## North Central Texas Council Of Governments

August 20, 2018

The Honorable Joe Straus  
Speaker of the House  
Texas House of Representatives  
PO Box 2910  
Austin, Texas 78768

Re: Modernizing the Low Income Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and Local Initiatives Projects (LIP)

Dear Representative Straus:

As Fiscal Year (FY) 2019 nears and work begins to establish a State budget for the 2020-2021 biennium, this correspondence respectfully requests the review and consideration of LIRAP and LIP revenue deposited in the Clean Air Account 151. As you are aware, the program has been funded through a fee on emissions inspections on 1996 and newer vehicles. The LIRAP portion assists eligible individuals to repair or replace high-emitting vehicles. And, the LIP portion funds various air quality/transportation programs such as law enforcement operations to combat counterfeit and fictitious State inspections. These are General Revenue-Dedicated funds collected for the intended purpose of reducing vehicle emissions that assist in reducing unhealthy air days.

In advance of the Texas Commission on Environmental Quality (TCEQ) Legislative Appropriations Request (LAR) last week, the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, provided written support to the TCEQ for full funding of the Low Income Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program and Local Initiatives Projects as well as support for a major overhaul to the statutory components of the program. This letter is attached. Unfortunately, the TCEQ chose not to include funding equivalent to the normal biennial appropriation of fees collected for LIRAP and LIP, either in the base budget or as an exceptional item, and chose not to include the account's existing balance in its LAR.

In addition to other counties across Texas, the Dallas-Fort Worth region continues to be in nonattainment with federal ozone standards. The RTC understands that there is no longer support for the LIRAP program; therefore, a modernized scope has been developed with a transportation/air quality focus.

The proposal is to maintain air quality focus by redirecting what are now considered LIRAP funds in the Clean Air Account 151 to the LIP program. This program allows counties flexibility in implementing air quality programs related to transportation that are most effective in their area. Eligible projects under LIP include emissions enforcement to combat fraudulent temporary registration "paper" tags, intersection improvements, traffic signal improvements, and other air quality programs that achieve vehicle emission reductions.

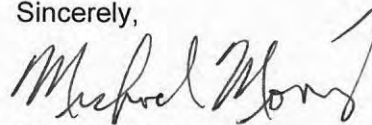
The Honorable Joe Straus  
Page Two

August 20, 2018

The RTC has already taken a position for the upcoming 86<sup>th</sup> Texas legislative session to support full funding of this program and seek to modernize the use of collected revenue that will support additional air quality emissions reductions for use in future State Implementation Plans (e.g., Weight of Evidence). This program will benefit from opportunities to leverage other funding sources to amplify the effectiveness and maximize the benefits from the program.

On Thursday, August 23, 2018, the Legislative Budget Board is holding a hearing on the Texas Commission on Environmental Quality FY 2020-2021 LAR. You may wish to bring this idea forward, or if you request us to provide testimony, we would be happy to attend the hearing to outline this recommendation. Please let me know. We appreciate your consideration of these suggestions and are available to answer any questions you may have. Please feel free to contact me at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Michael Morris, P.E.  
Director of Transportation

CK:ch  
Attachment

cc: The Honorable Robert Nichols, Texas State Senate  
The Honorable Linda Koop, Texas House of Representatives  
The Honorable Geanie Morrison, Texas House of Representatives  
Chairman Bryan Shaw, Ph.D., P.E., Commissioner, TCEQ



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

August 3, 2018

Chairman Bryan Shaw, MC-100  
Texas Commission on Environmental Quality  
P.O. Box 13087  
Austin, TX 78711-3087

Re: Low Income Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP)  
and Local Initiatives Projects (LIP) Funding

Dear Chairman Shaw:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to provide support for full funding of LIRAP and LIP. We respectfully request the Texas Commission on Environmental Quality (TCEQ) include funding equivalent to the normal biennial appropriation of fees collected for LIRAP and LIP in its Legislative Appropriations Request (LAR), either in the base budget or as an exceptional item. We request that the TCEQ identify the existing LIRAP/LIP balance held in Clean Air Account 151 by region. Finally, we request this balance be included in the LAR and used for its intended purpose. Counties will work to continue operations in the Fiscal Year 2020 and 2021 biennium with newly appropriated allocations.

The North Central Texas Council of Governments administers LIRAP in the Dallas-Fort Worth area and coordinates a variety of eligible efforts under LIP, including the Mobile Emissions Enforcement Working Group of law enforcement officers who work to reduce emissions inspection crime. The Dallas-Fort Worth region continues to be in nonattainment with federal ozone standards, and LIRAP and LIP are crucial programs to achieve attainment.

The RTC has already taken a position for the upcoming 86<sup>th</sup> Texas legislative session to support full funding of this program and seek to modernize the use of collected revenue that will support additional air quality emissions reductions for use in future State Implementation Plans (e.g. Weight of Evidence). This program will benefit from opportunities to leverage other funding sources to amplify the effectiveness and maximize the benefits from the program.

We appreciate your consideration of these suggestions and will be scheduling a meeting to answer any questions you may have. In the meantime, please feel free to contact Michael Morris, P.E., Director of Transportation, at (817) 695-9241.

Sincerely,

Gary Fickes  
Chair, Regional Transportation Council  
Tarrant County Commissioner

CK:ch

cc: Commissioner Toby Baker, TCEQ  
Commissioner Jon Niermann, TCEQ  
Stephanie Bergeron Perdue, Interim Executive Director, TCEQ  
Michael Morris, P.E., Director of Transportation, NCTCOG

**PUBLIC COMMENTS REPORT**

**WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

**Purpose**

The public comments report is 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 February 12, 2015.

This report is a compilation of general public comments submitted by members of the public from Friday, July 20, through Sunday, August 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. The majority of comments received were non-project specific and included the Green Dallas/TryParkingIt Facebook contest, Progress North Texas 2018, multi-modal transportation and the new Conserve North Texas website.

**Air Quality**

**Twitter**

1. Ozone Action Day – DFW-area ozone on 8/22 is predicted to be at Level Orange, unhealthy for sensitive groups. <http://bit.ly/9nC9vy> – NCTCOGTransportation (@NCTCOGtrans)

Promote electric vehicles more. They're perfect for the DFW area and the traffic jams we have. I've been driving pure electric vehicles for the last 6 years and it's great!  
#DriveElectric @NissanElectric – Aaron Gleason (@aarchel822)

**Facebook**

1. Ozone is predicted to be at Level Orange in the Dallas-Fort Worth area tomorrow. Children, older adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should limit outdoor activity if ozone reaches Level Orange. For more information, visit [AirNorthTexas.org](http://AirNorthTexas.org) #AirNTX NCTCOG Transportation Department – City of Bedford, TX-City Services



**Aviation**

**Twitter**

1. 👍@DFWAirport lands \$180 million in federal funds for taxiway project [https://www.dallasnews.com/business/dfw-airport/2018/07/27/dfw-airport-lands-180-million-federal-funds-taxiway-project ...](https://www.dallasnews.com/business/dfw-airport/2018/07/27/dfw-airport-lands-180-million-federal-funds-taxiway-project...) @CityOfDallas @Mike\_Rawlings @MayorBetsyPrice @JohnCornyn @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)



That's a big deal for the economic engine of our Region. @DFWAirport with @Mike\_Rawlings & @MayorBetsyPrice provides great leadership and thanks for your work Councilman @LeeforDallas – willis johnson (@johnsonwillisj)

**Bicycle & Pedestrian**

**Twitter**



1. Trail lovers, get excited! The ribbon is CUT on @DallasCountyTx @DallasParkRec @DallasCoTrails @NCTCOGtrans the SOPAC Phase 4A Trail in east Dallas. This adds 2.5 miles to the 158-mile trail system! #DallasParks #getoutside – Calvert Collins (@CalvertCollins)



2. Man, @NCTCOGtrans can [REDACTED] right off with this victim-blaming. – Joel Reamer (@pettyintrigues)



I believe this was Willie Brown's suggestion to prevent pedestrian runovers too. – OrneryPiglett (@OrneryPiglett)

I can't make eye contact with drivers who are not looking at me much for me. Enraging. – Joel Reamer (@pettyintrigues)

### 3. Swap Hand 4 #Safety!

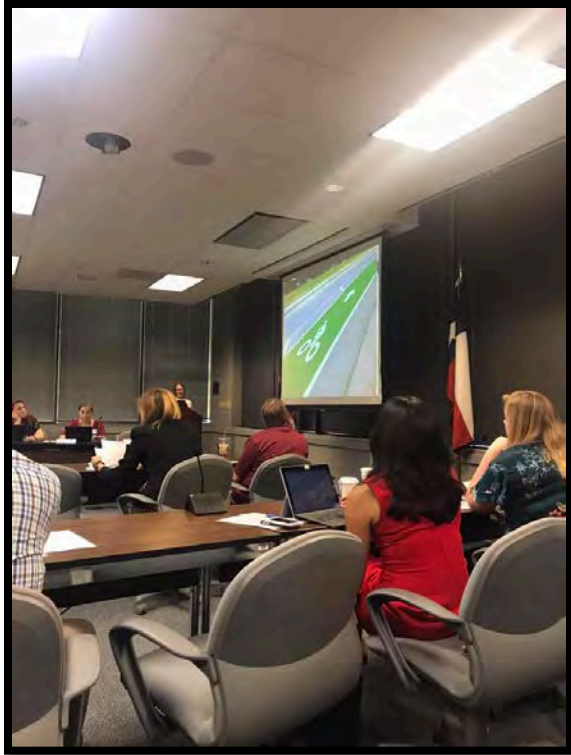
<https://chi.streetsblog.org/2018/08/16/hot-amsterdam-the-dutch-reach-will-be-part-of-illinois-driver-curriculum/> ...

@myTDOT @NACTO @NCTCOGtrans @NUSDTransDept @OakDOT @ODOT\_Statewide @OhioBicycling @RIDOTNews @TXDF @cityofwspolice @Ohio\_BMV @NHTSAGov @AAA #DOT @NIOSH\_MVSAafety @NIOSH @CTDMV @TxDMV @CA\_DMV @MnDPS\_OTs @Cyclingnewsfeed @WeAreHub #velo – Michael Charney (@DutchReach)



### Facebook

1. Spent the afternoon at the NCTCOG Transportation Department for the Bicycle Pedestrian Advisory Committee meeting today, and have to say, there are an awful lot of good things happening across the region!! Thrilled to hear the word “connectivity” being used by the folks that are making the plans and getting them going!! The coordination across cities, counties, transit authorities, private industry, stake holders, etc is mind blowing, and incredibly exciting to see. Awesome things are in the works!! Check out the new lane markings on Main in Fort Worth!! – BikeDFW



Glad to have some good cycling representatives available for accountability and reporting minutes. – Raynard Andrews

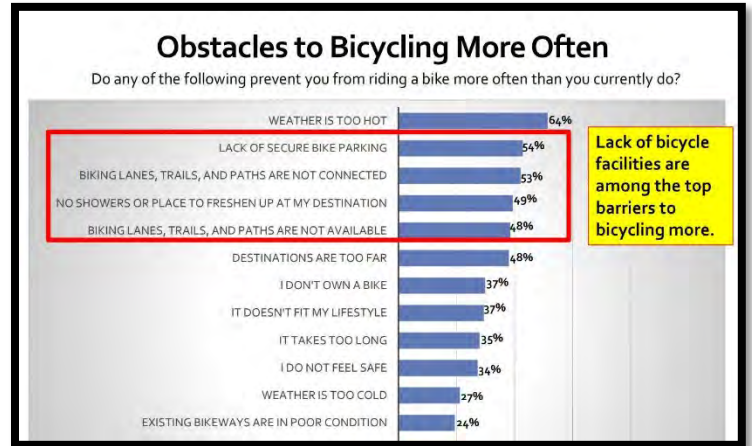
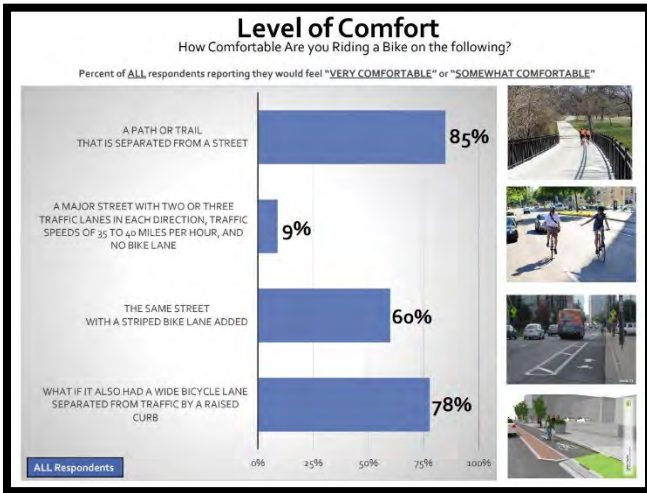
liii LIKE it! – Tony Cummings

2. Check out the results from the 2017 regional bicycle opinion survey from NCTCOG Transportation Department.

- People feel most comfortable riding in separated path or a protected bike lane.
- Besides the heat, lack of bicycle facilities (parking, connected pathways, showers, etc.) were cited as key obstacles to bicycling more often.

Full survey presentation (April, 2018): <https://www.nctcog.org/.../2018-04-6-Presentation-Slides-ALL-...>

Survey website: <https://www.nctcog.org/.../plan/bikeped/bicycle-opinion-survey> – Bike Denton



## Innovative Vehicles & Technology

### Twitter

1. North Central Texas Council of Governments @NCTCOGtrans visit @HyperloopOne in Nevada.

The Transportation Department at NCTCOG serves as the Metropolitan Planning Organization for the 12-county Dallas-Fort Worth region.

<https://youtu.be/DrOIYyZ4lko> – Nefty Gonzalez (@NBC5photog)



I'd argue @NCTCOGtrans time would be better spent working with @TexasCentral. #HSR is a proven technology ready to work today!

Plus it can carry 6.5x more people! – Loren S. (@txbornviking)



Thanks for your comment, Loren! We'll make sure to provide it to the RTC. – NCTCOGTransportation (@NCTCOGtrans)

### **Facebook**

1. Self-driving passenger vans have now taken the road in Frisco! <https://cbsn.ws/2LWZFyk> – NCTCOG Transportation Department



I'll pass, thank you very much. Driving is freedom! – Brian C Mertz

### **Electric Vehicles**

### **Facebook**

1. Our friends at NCTCOG Transportation Department have updated their EV stats. There are now about 5,000 electric vehicles in North Texas and for the first time Teslas represent more than half!

See how far we've come since 2011 (239 electric vehicles)!

<https://www.dfwcleancities.org/evnt>

#texasEV – Tesla Owners Club of North Texas



2. Just a reminder that our friends at NCTCOG Transportation Department are hosting National Drive Electric Week North Texas on Saturday, September 8, 2018. Please register today and join us! <https://www.dfwcleancities.org/ndew>

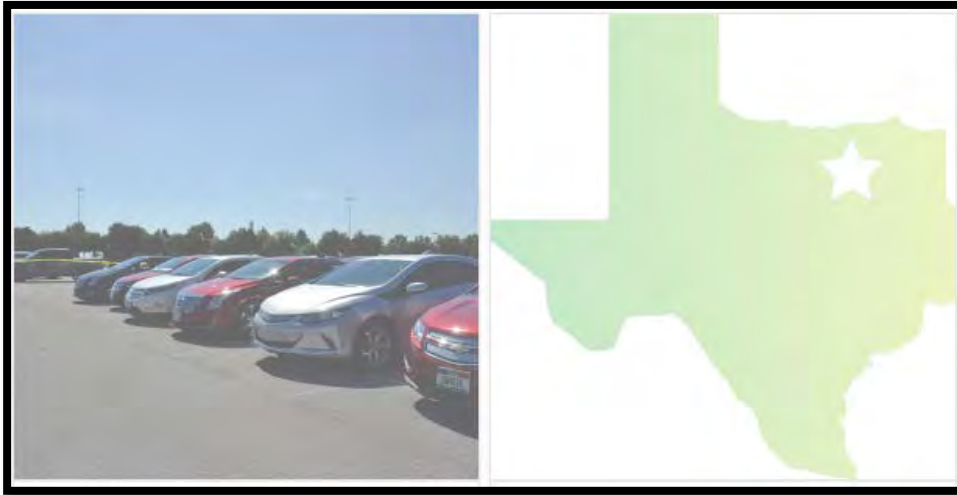
In 2017 we had the second largest NDEW event in the world with 155 cars.

We had more Teslas at our event than any other NDEW!

With so many new electric cars delivered to North Texas this year, we could easily be the largest event in 2018.

After the event, we'll adjourn to a nearby restaurant to celebrate!

#TexasEV – Tesla Owners of North Texas



3. Are you on the market for a new car? Consider an electric vehicle! One option is the Nissan Leaf and Oncor customers can receive a rebate in addition to state and federal tax credits. More: <http://bit.ly/2MB6Zwp> – NCTCOG Transportation Department

Hey Grapevine residents, anyone want a new car? A really clean one that's good for the environment? – Keep Grapevine Beautiful

**2018 Nissan Leaf: Power Up Your Savings**

MSRP \$29,990

- State Rebate: \$2,500
- Federal Tax Credit: \$7,500
- Oncor Customers: \$3,000
- Total Savings: \$13,000**

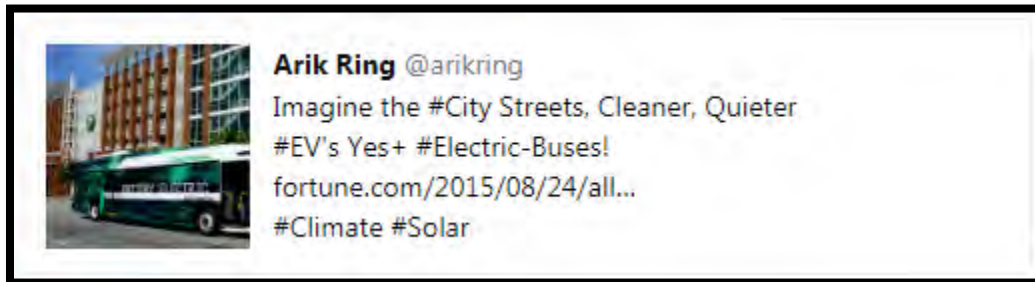
**NISSAN**

\*\*\* Conditions apply. See your local Nissan dealership for details. Bring a copy of your electric bill to receive discount\*\*\*

**Transit**

**Twitter**

1. @RideDCTA @TrinityMetro get #onboard with #ElectricBuses the #CostSaving & #CleanAir is awesome @NCTCOGtrans @FTA\_DOT @APTA\_info – Shawn Eric Gray (@ShawnEricGray)



2. Now that's what I call sustainable! UTA wins national award for:

- Launching bike- & car sharing programs
  - Collaborating on the clean-air campaign Air North Texas
  - Committing campus-wide efforts to reduce water & energy use, & waste production & more!
- <http://bit.ly/2KjjFpQ> – NCTCOGTransportation (@NCTCOGtrans)



Now let's get @utarlington & @CityOfArlington fully integrated into either @dartmedia or @TrinityMetro ! – Loren S. (@txbornviking)

Be expecting a blizzard in downtown Nairobi first lol #sgact #transit #sustainability – Prophet Mumia Le'on II (@mesonoptic)

3. We think riders will choose TEXRail for going to the airport without the risk of getting stuck in traffic. Plus, it's a very cool ride with a much lower price. @txbornviking @UrbanFortWorth @TarrantTransit @MayorBetsyPrice @CityofNRH @GrapevineTXCity @CityofFortWorth – Trinity Metro (@TrinityMetro)



**Bud Kennedy / #ReadLocal**  @BudKennedy

Question for transit types: Will Uber and Lyft weaken demand for TEXRail?  
@TarrantTransit @TrinityMetro nyti.ms/2n4nUMQ

I don't believe Uber and Lyft could weaken demand at all. I just wish there was a comprehensive plan to connect all of the Dallas area! Accomplished in a way that I wouldn't have to drive my car at all... – Robert Barkers (@BarkersRobert)

Definitely check out @NCTCOGtrans plan 2045 for a regional perspective on the future.

It's not as good as it should be, but it's a stepping stone. – Fort Worth Urban (@UrbanFortWorth)

I will check it out shortly! – Robert Barkers (@BarkersRobert)

Hi, Robert! Here's the link to the plan:

<https://www.nctcog.org/trans/plan/mtp/2045> .... Let us know if you have any trouble viewing it! – NCTCOGTransportation (@NCTCOGtrans)

Good Morning NCTCOG,

Is there any thought to a re-design of the 2045 rail transit. Looking at the map it would be beneficial to have a rail city ring around both Dallas and Fort Worth. (Copenhagen rail did a good job of that) – Robert Barkers (@BarkersRobert)

Part 2:

The rail system just doesn't look built for everyday life. How could I be apart in helping design what rail should look like or could we tap the local universities to do a comprehensive look into what transit rail should look like on 2045 – Robert Barkers (@BarkersRobert)

Apologies for the delay! At this time, there is no thought to a re-design of the plan. Rail recommendations were made based on partner system planning efforts and available funding constraints. – NCTCOGTransportation (@NCTCOGtrans)

We want you to continue engaging with us on future projects. Feel free to mention us here or send us an email at [transinfo@nctcog.org](mailto:transinfo@nctcog.org)! – NCTCOGTransportation (@NCTCOGtrans)

## Project Planning

### Email

#### 1. Michael Altman

Why is no attention paid to road during construction? Road are uneven and erratic design causing confusing and sure accidents with paths set to cross lines and misdirection. Last minute road close sign should not be accepted. Companies should be fined if 10 miles of notice is not given. More aware should be made to drivers to be aware of trucks and trailers distant instead driving to try to put race a heavy semi

#### 2. Jeff Warneke

Hello Jeff,

My name is Jeff Warneke. I found your contact info from the December 2017 Collin County Strategic Roadway Plan presentation.

My wife and I are moving from Point Venture, Texas to Murphy as part of a career opportunity for me.

We are currently looking at a home that backs up to the South side of Betsy Lane between McCreary and Murphy road (side with the current green belt between the home and the road).

Clearly there is ROW for a six lane expansion in this area and the strategic planning document recommends 6 lane expansion along this east/west artery.

I was hoping you could help answer a couple of questions for me.

1. What stage of the planning process is Betsy Lane in?
2. Do you have an estimate on when the expansion would begin and how long it may take?
3. Will there be new noise reduction walls installed for properties along the expanded area of Betsy Lane?
4. Are there any relevant studies you are aware of that show impact to property value, good or bad, as a result of road expansion?

I really appreciate your input. We have a decision to make on a home purchase and trying to educate myself on any relevant items related to that purchase.

If you would rather talk live please feel free to call my cell at 512.203.9321.

Have a great day,

Jeff W.

Response by Jeff Neal, NCTCOG

Mr. Warneke,

Good afternoon. Thank you for your inquiry regarding Betsy Lane, and I hope my response will be of assistance as you complete your decision-making for relocating to the City of Murphy. While I'm happy to provide any knowledge and readily accessible data to help address the questions you asked below, I would strongly suggest that you also reach out to planning/public works staff from the City of Murphy, City of Wylie, and also Collin County since they would likely have greater familiarity, extra background data, and perhaps more updated information to aid in your evaluation.

1. Yes, you're correct that Betsy Lane between FM 2551 (Murphy Road) and McCreary Road has available right-of-way (ROW) for 6 lanes, and that capacity has been formally recommended in the most recent thoroughfare planning documents from the City of Murphy and Collin County. However, I wanted to be sure you were aware of a recent City Council action earlier this year that was a result of North Central Texas Council of Governments (NCTCOG) activities related to the ongoing Collin County Strategic Roadway Plan (CCSRP). Attached above, you'll find January 2, 2018 meeting minutes indicating that in item #11 on pages 3-4, the Council unanimously approved Resolution #18-R-861 stating opposition to the 6-lane expansion of Betsy Lane through the City of Murphy. So, as of now the CCSR and the Dallas-Fort Worth region's long-range transportation plan...the Mobility 2045 Plan...recommends that Betsy Lane carry a maximum of 4 lanes between Los Rios Boulevard (Plano) and McCreary Road. This means that the roadway is ultimately planned to remain at its current width, capacity, and configuration in the area where you are considering your relocation.
2. While there's no longer any planned expansion of Betsy Lane, the City of Wylie has recently programmed the reconstruction of McMillan Road between McCreary Road and FM 1378 (Country Club Road) as part of its Fiscal Year (FY) 2019-2023 Capital Improvement Plan, and a portion of available Collin County

funds are proposed to be spent in FY 2019 according to the draft budget plan. The draft budget plan was presented to the Wylie City Council and made available to the public on August 3, 2018...and you can find the project listed on page 182 in the following link:

<http://www.wylietexas.gov/Departments/Finance/Budget/FY%202019%20Proposed%20Budget.pdf>. The Wylie Thoroughfare Plan indicates an ultimate 6-lane (or 120-foot) ROW for McMillian Road (as well as both the CCSRP and the Mobility 2045 Plan), but this upcoming project will only build the initial 4 lanes (with a wide median similar to recently completed Betsy Lane sections to the west). I don't have a timetable available regarding the construction start/end dates for the project, but I would imagine that staff from the City of Wylie or Collin County would be able to answer that question more accurately.

3. Since there is no longer local support to add extra capacity to Betsy Lane, I'm not able to locate any future plans for additional noise reduction or other mitigation elements beyond what already exists along the roadway. However, that may be subject to future change based on how much additional traffic will use the corridor after the McMillian Road project or other proposed City of Wylie projects to the east are completed. Nevertheless, that decision will ultimately reside with the City of Murphy and whether or not there is large-scale public support for extra noise reduction measures over time.

4. I'm not aware of any localized studies that analyze changes in land values following a thoroughfare expansion project. Certainly, changes in land values over time are subject to variety of conditions and a wide range in economies of scale. I believe you may be able to obtain better and more precise information from the City of Murphy or Collin County regarding such outcomes.

Again, I hope this information provides a good starting point for your decision-making. Please feel free to contact me at any time if you have additional questions, comments, or need any other information. I wish you the best of luck with your relocation, and welcome to the North Central Texas region!

Thanks,

Jeff

### **Twitter**

1. In NTX Council of Gov's 2045 plan, less than 3 percent of \$42.9 billion in traditional federal and state transportation money goes toward projects built for pedestrians and bicyclists; less than 1 percent goes toward public transit. Old school thinking! – Bob Voelker (@TXUrbanMixedUse)

Antiquated thinking at @NCTCOGtrans is interfering with Dallas' ability to attract high-paying, quality jobs. Our urban transportation infrastructure is a complete disgrace & leads to abnormally high fatality rates. – Wylie H Dallas (@Wylie\_H\_Dallas)

2. Commuters who travel through the State Highway 360 and Mayfield Road intersection in #ArlingtonTX should be aware of scheduled lane closures later this month that are necessary as part @TxDOT's SH 360 Widening Project: <https://bit.ly/2ndYWKO> – City of Arlington (@CityOfArlington)



@CityOfArlington @NCTCOGtrans @TxDOT Adding lanes to deal with traffic congestion is like loosening your belt to cure obesity. - Lewis Mumford – Loren S. (@txbornviking)

3. @NCTCOGtrans @TarrantTransit my concern is exactly what @keranews reported on. "The Council of Governments' [...] plan for North Texas' future looks decidedly old school". "Planning right out the 1950s". – Robert Barkers (@BarkersRobert)



4. @NCTCOGtrans what happened to expanding the 635?? – Steven Werner (@StevenWernerCS)

Hi, Steven! Can you tell us which section you're referring to? – NCTCOGTransportation (@NCTCOGtrans)

There was a meeting to add two extra lanes to the 635 starting from the 75 all the way toward Garland for a half a billion dollars.

But I think it was canceled but I don't know why – Steven Werner (@StevenWernerCS)

In May, the Regional Transportation Council voted unanimously to propose to the Texas Transportation Commission that this project proceed to procurement (agenda item 5):

[https://www.nctcog.org/nctcg/media/Transportation/Committees/RTC/2018/051018\\_rtc-agenda-packet.pdf?ext=.pdf](https://www.nctcog.org/nctcg/media/Transportation/Committees/RTC/2018/051018_rtc-agenda-packet.pdf?ext=.pdf) ... – NCTCOGTransportation (@NCTCOGtrans)

In June, TxDOT began seeking qualifications from teams interested in entering a Design-Build Contract. The request for qualifications can be found here: <https://www.txdot.gov/inside-txdot/division/debt/strategic-projects/alternative-delivery/lbj-east/rfq.html> .... Does this answer your question? – NCTCOGTransportation (@NCTCOGtrans)

My question is if the 635 East expansion is still in progress? I appreciate your responses – Steven Werner (@StevenWernerCS)

Yes, it's still in progress. Let us know if you have any other questions! – NCTCOGTransportation (@NCTCOGtrans)

### **Public Meetings & Forums**

#### **Twitter**

1. @LeeforDallas has been asked to serve as Vice Chair of the Legislative and Finance Partnership subcommittee @NCTCOGtrans . I'm excited to serve with Chair @JungusJordan\_FW of @CityofFortWorth @CityOfDallas – at North Central Texas Council of Governments – Lee M. Kleinman (@LeeforDallas)

#### **Facebook**

1. Don't miss out NCTCOG Transportation Department's DFW Clean Cities Annual Meeting and Fleet Recognition Awards

WHEN: August 21, from 11:30 am- 1:30 pm

WHERE: NCTCOG offices in Arlington

Presentations Will Include:

- Oncor Electric on their plans to electrify their fleet,
- DFW Airport alongside Clean Energy on their experience with Renewable Natural Gas,
- Texas Volkswagen Settlement- Draft Mitigation Plan Overview
- and of course, our Fleet Recognition Awards!

FREE lunch and cake will be provided with an RSVP!

Registration closes at 9 am, August 17:

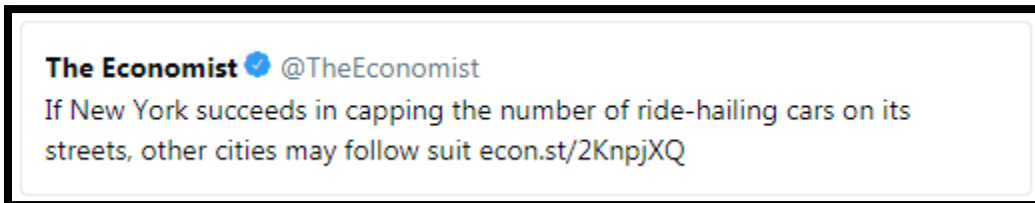
<https://www.dfwcleancities.org/.../dfw-clean-cities-bi-annual...>

#texasenergy #funding #energy #vw #naturalgas #rng #cng – Texas NGV Alliance

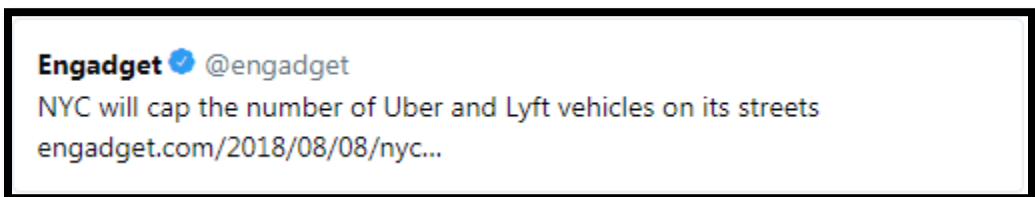
### Rideshare

#### Twitter

1. Since 2.8 miles are driven 1 mile Of passenger transport, I think there should be a Based on the hours of the day, not necessarily just a blanket total market cap. There's no reason you need as many cars at 5 AM they should at 12am-2am @NCTCOGtrans @StateOfTexas – Shawn Eric Gray (@ShawnEricGray)




2. All city's @TxDOT @TTITAMU @NCTCOGtrans @USDOT should have caps on total #rideshare & #taxis there's a reason why 2.8 miles are driven for each one mile of transport, #roaming for #rides #riders #pax #passengers. This causes #Congestion & undue #traffic – Shawn Eric Gray (@ShawnEricGray)



### 511DFW

#### Twitter

1. Begin Your Trip Here: @NCTCOGtrans Launches Free Real-Time Traffic Conditions App for Apple and Android devices. – City of Arlington (@CityOfArlington)



**Begin Your Trip Here: NCTCOG Launches Free Rea...**  
 Don't get caught in traffic. Before you head out on your commute or your family vacation, log into the new 511 DFW app to get real-time updates on traffic condition...  
[arlington-tx.gov](http://arlington-tx.gov)

2. Traffic in Dallas can be rough. Check out the 511DFW app from our friends @NCTCOGtrans for real-time traffic information! You can also visit <http://511dfw.com> or call 511 from any phone. #DALTravelTips #DAL – Dallas Love Field (@DallasLoveField)

**Facebook**

1. Shorten your morning commute with accurate up-to-the-minute travel info! TODAY NCTCOG Transportation Department launched the new 511dfw , a free trip planning mobile app and website just for North Texas! The app integrates travel data from other apps – including Google Maps, Apple Maps and Waze – with data from local municipalities. Learn more at [www.511dfw.org](http://www.511dfw.org) – City of Lancaster, TX - Municipal Government


**Other**

**Twitter**

1. How can we reform or disband @NCTCOGtrans as a first step towards building an efficient multi-modal transportation system? – Wylie H Dallas (@Wylie\_H\_Dallas)

**Tristan Hallman**  @TristanHallman  
 After hit-and-run death, cyclists say the road to safety lies in paths and laws already on the table [dallasnews.com/news/transport...](http://dallasnews.com/news/transport...)

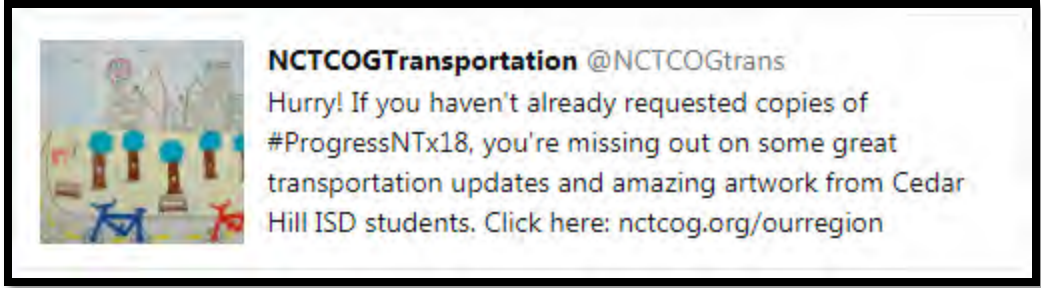
2. Kudos <http://www.nadallas.com/DAL/July-2018/Kudos/#.W1eAftTqmT4.twitter> ... @NCTCOGtrans – Natural Awakenings (@NaturalDallas)



**Kudos**  
 The North Central Texas Council of Governments (NCTCOG) has launched a new Conserve North Texas website, [ConserveNorthTexas.org](http://ConserveNorthTexas.org).  
[nadallas.com](http://nadallas.com)

3. When will @NCTCOGtrans end its dangerous obsession with highways and begin embracing best practices? They are doing incalculable damage to our environment and ruining our quality of life. – Wylie H Dallas (@Wylie\_H\_Dallas)





**NCTCOGTransportation @NCTCOGtrans**  
 Hurry! If you haven't already requested copies of #ProgressNTx18, you're missing out on some great transportation updates and amazing artwork from Cedar Hill ISD students. Click here: [nctcog.org/ourregion](http://nctcog.org/ourregion)

4. Hey Dallas residents! Follow us on FB & enter your name on the pinned post for a chance to win a solar phone charger ... & share #TryParkingIt awesomeness with a friend! @NCTCOGtrans – Green Dallas (@GreenDallas)



**GREEN DALLAS FACEBOOK CONTEST**

**FREE PRIZE**

**TAG A FRIEND ON A POST**  
[FACEBOOK.COM/GREENDALLASTX](https://www.facebook.com/greendallastx)

Contest runs Aug 1, 2018 - Aug 30, 2018. One winner selected at random.

Winner must be a Dallas resident at least 18 YO. Prize of a solar phone charger will be mailed.

5. Healthy you, healthy community, healthy world. #ProgressNTX18 is here and shows updates on the performances of our transportation system. Request a copy at: <http://www.nctcog.org/ourregion> – NCTCOGTransportation (@NCTCOGtrans)



.@NCTCOGtrans Thank you for the comprehensive & insightful report! 🙌 We look forward to the prosperous growth of the DFW area and are happy to read about @TEXpress' role in accommodating the robust growth. – Cintra (@Cintra\_USA)

Glad you enjoyed it! – NCTCOGTransportation (@NCTCOGtrans)

### **Facebook**

1. Have you heard of Try Parking It? It's a ride-match and trip-logging program for commuters in North Central Texas. You can locate carpool and vanpool matches, along with transit, biking, and walking buddies. Your active participation improves our air quality and decreases traffic congestion, AND you earn points to use towards rewards. The more active you are, the more prizes you can redeem. Sign up at [www.tryparkingit.com](http://www.tryparkingit.com)

If you are a Dallas resident who is at least 18 years old, tag a friend on this post so they can learn about Try Parking It. One lucky person will be selected at random on Aug 31st to win a prize!

NCTCOG Transportation Department – Green Dallas



2. What to be a winner? Tag a friend in the pinned Try Parking It post on our page for a chance at a solar powered cell phone charger. It's #EasyPeasy for any Dallas resident at least 18 years old.

NCTCOG Transportation Department – Green Dallas



3. Enter our Try Parking It contest by tagging a friend in the pinned post. As long as you're a Dallas resident and at least 18 years old, that's all it takes! #TagfortheWin NCTCOG Transportation Department – Green Dallas





A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

## September 2018

### Calendar

**September 5, 8:30 am**  
**TRTC**

Fort Worth Intermodal  
Transportation Center  
1001 Jones St.  
Fort Worth, TX 76102

**September 7, 11 am**  
**DRMC**

North Texas Tollway Authority  
5900 Plano Parkway  
Plano, TX 75093

**September 10, 2:30 pm**  
**Public Meeting**

NCTCOG  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**September 11, 6 pm**  
**Public Meeting**

Meadows Conference Center  
2900 Live Oak St.  
Dallas, TX 75204

**September 13, 1 pm**  
**Regional Transportation Council**  
**NCTCOG**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**September 19, 6 pm**  
**Public Meeting**

North Richland Hills Library  
9015 Grand Ave.  
North Richland Hills, TX 76180

**September 28, 1:30 pm**  
**Surface Transportation**  
**Technical Committee**  
**NCTCOG**

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

### Drive.ai launches AV pilot in Frisco

Automated vehicle company Drive.ai launched a six-month pilot in Frisco this summer, representing the first, on-street, standard-sized automated vehicle deployment in Texas.

The vehicles started with safety drivers and, by the end of the pilot, will transition to safety operators who will be tending to the cars from remote control consoles. The service area is a small footprint made up of Hall Park, Frisco Station and the Star. Its intent is to ferry workers and residents to dining, entertainment and offices throughout the day. During the daytime, the area has a population of about 10,000.

Arlington, which paved the way for AVs in North Texas with its Milo people-mover shuttle last summer, is launching two more deployments in the near-term.

First, delivery robots (roughly, the size of grocery carts) will be introduced and can traverse sidewalks. The second deployment is for on-street, standard-size vehicles provided by Drive.ai that will transport travelers throughout the Entertainment District. The Milo shuttles have operated on off-street paths in the area, not streets.

Arlington will also host the Texas Mobility Summit October 28-30, giving officials from across Texas the chance to learn from North Texas' AV deployments. The summit is organized each year by the Texas Innovation Alliance, an association of cities, agencies and universities working together to advance Texas' transportation future. The summit includes panels and breakout sessions, featuring industry experts, academics and elected officials.

The goal of the summit is to "address common mobility challenges, showcase active and shovel-ready projects, and open the door to public-private partnership opportunities," according to the summit webpage. For summit details and registration, visit <https://ctr.utexas.edu/texas-mobility-summit/>.

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department.



North Central Texas  
Council of Governments

## **Experience the future of electric vehicles Sept. 8**

Electric vehicles are on the verge of changing the way North Texans travel. The annual Dallas-Fort Worth National Drive Electric Week event, which celebrates the growing popularity of this technology, will be held at Grapevine Mills on September 8.

The event, hosted by the North Central Texas Council of Governments and the Dallas-Fort Worth Clean Cities Coalition, begins at 10 am and is the second largest EV gathering in the country.

Experts, owners and enthusiasts will be in attendance to answer any questions and give visitors the chance to ride in or drive the vehicles. This experience will provide many with the opportunity to learn and explore these innovative vehicles.

The current market consists of 45 EV models, and a projected 55 percent of global car sales could be electric by 2040, according to the Bloomberg 2018 Electric Vehicle Outlook report. In North Texas alone, there has been a 2,000 percent increase in registered electric vehicles since 2011.

Given this increase in popularity of electric transportation, charging infrastructure is being added to ensure it can support these EVs and allow owners to travel longer distances without the fear of being stranded.

NDEW allows potential buyers to check out EVs without the pressure of a car dealership. However, for those who want to take the next step and purchase an EV, federal and State incentives are available.

NCTCOG is looking to build on last year's NDEW event, which resulted in a Texas record 155 EVs in one location. Representatives from Oncor Electric Delivery will be in attendance to discuss future EV plans and the impact they have on the grid along with many other resources to educate residents about these evolving vehicles.

For more information on NDEW, how to register a vehicle and why North Texans should be involved, visit [www.driveelectricdfw.org](http://www.driveelectricdfw.org).

## **RSVP helps remove smoking vehicles from North Texas roadways**

If you see a vehicle emitting excessive amounts of smoke from the tailpipe, you can do something about it and help the region breathe easier.

The Regional Smoking Vehicle Program is one of many efforts aimed at improving air quality in Dallas-Fort Worth. The RSVP program is designed to inform and help motorists when their vehicles produce excessive smoke and pollutants as well as allow North Texans to take an active role in helping the region comply with the federal ozone standard.

RSVP covers all 16 counties in the region, which includes Erath, Hood, Hunt, Navarro, Palo Pinto and Somervell in addition to the 12-county metropolitan planning area. The 12 counties are, Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise.

You can anonymously report a smoking vehicle by calling 817-704-2522 or visiting [www.smokingvehicle.net](http://www.smokingvehicle.net). NCTCOG has completed a fact sheet with additional details about the program. It is available at [www.nctcog.org/trans/about/publications/factsheets](http://www.nctcog.org/trans/about/publications/factsheets).

## **BLUE-GREEN-GREY**

### **RTC awards \$138,000 to innovative projects**

The Regional Transportation Council awarded \$138,500 in July to three applicants as part of its blue-green-grey initiative to advance innovative projects related to water, the environment and infrastructure. The following recommendations were approved:

- \$50,000 to the City of Watauga for the Hightower Drive Biofiltration Rain Gardens
- \$50,000 to Huitt Zollars for a micro-detention storage system
- \$38,500 to Amanda Popken Development for retrofitting a neighborhood commercial green bicycle park

The funding is intended to act as seed money to help develop ideas for full funding or implementation. To be eligible, the innovative projects had to be in the 12-county metropolitan planning area.

Applicants could include teams of individuals, private firms, and governmental agencies and could receive a maximum award of \$50,000.

This was the second round of funding awarded through the initiative. In February, the RTC approved approximately \$129,000 for three projects in the region.

# REGIONAL News

## **Take advantage of EV incentives today**



North Texans interested in purchasing electric vehicles may still be able to qualify for up to \$13,500 in incentives.

The federal government continues to offer up to \$7,500 for the purchase of a new qualified plug-in electric vehicle.

Additionally, Texas residents are eligible to receive up to \$2,500 for qualified EVs.

For residents of the Dallas-Fort Worth area, the AirCheckTexas Drive a Clean Machine Program could provide more assistance. Individuals who meet program requirements can receive vouchers for up to \$3,500 toward an EV up to three model years old.

Information on the program, including annual household income requirements, can be found at [www.airchecktexas.org](http://www.airchecktexas.org).

Find more information on the electric vehicle incentives available to North Texas residents at [www.dfwcleancities.org/evnt](http://www.dfwcleancities.org/evnt).

## **Rural officials to gather in San Antonio**

Officials from cities with populations of fewer than 50,000 and counties with under 200,000 people are encouraged to register for the Association of Rural Communities in Texas annual conference.

The ARCIT offers members a strong collective voice and resource to the Texas Legislature and various agencies to promote policies and programs that enhance the overall quality of life for rural Texans.

The conference will be held October 1-3 in San Antonio at the Hyatt Hill Country Resort & Spa.

This is an opportunity for attendees to meet with colleagues from across the Texas and discuss the important rural issues directly with State agencies and elected officials.

The event will include keynote speakers, agency roundtables, expert industry panels and networking opportunities.

Register online at [www.arcit.org](http://www.arcit.org).

## Transportation Resources

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### Publications

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Texas Department of Transportation**  
TxDOT.gov

**Trinity Metro**  
FWTA.org

## By the Numbers

**45**

The number of electric vehicle models currently on the market.

## Public invited to provide input on transportation

Residents can learn about a proposal to improve bicycle-pedestrian access through the heart of Dallas-Fort Worth and other transportation-focused efforts during public meetings in September. NCTCOG staff will present information about the progress of a 53-mile Fort Worth-to-Dallas regional bicycle-pedestrian trail network and the Cotton Belt trail.

In addition, staff will discuss transit projects funded by the Federal Transit Administration through the end of Fiscal Year 2018.

These projects will be split among the following: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities. Initiatives related to automated vehicles and transportation and air quality planning will also be discussed.

Staff will also deliver an update on the new Public Participation Plan. This plan will incorporate new legislative requirements and the increasing role of video in public input opportunities.

Finally, the September meetings will highlight information related to modifications to list of funded projects, electric vehicle incentives, Regional Smoking Vehicle Program and AirCheckTexas Drive a Clean Machine.

Watch the Arlington meeting in real time by clicking the “live” tab at [www.nctcog.org/video](http://www.nctcog.org/video). A recording of the presentations will also be posted at [www.nctcog.org/input](http://www.nctcog.org/input).

Public Meeting Details		
<b>September 10, 2018</b> <b>2:30 pm</b> NCTCOG 616 Six Flags Drive Arlington, TX 76011	<b>September 11, 2018</b> <b>6 pm</b> Meadows Conference Center 2900 Live Oak St. Dallas, TX 75204	<b>September 19, 2018</b> <b>6 pm</b> North Richland Hills Library 9015 Grand Ave. North Richland Hills, TX 76180

Prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation.