FY2020 and FY2021
Unified Planning Work Program
For Regional Transportation Planning

Transportation Department
North Central Texas Council of Governments
What is NCTCOG?

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of, by, and for local governments within the 16-county North Central Texas Region. The agency was established by state enabling legislation in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. Its purpose is to strengthen both the individual and collective power of local governments, and to help them recognize regional opportunities, resolve regional problems, eliminate unnecessary duplication, and make joint regional decisions – as well as to develop the means to implement those decisions.

North Central Texas is a 16-county metropolitan region centered around Dallas and Fort Worth. The region has a population of more than 7 million (which is larger than 38 states), and an area of approximately 12,800 square miles (which is larger than nine states). NCTCOG has 229 member governments, including all 16 counties, 167 cities, 19 independent school districts, and 27 special districts.

NCTCOG’s structure is relatively simple. An elected or appointed public official from each member government makes up the General Assembly which annually elects NCTCOG’s Executive Board. The Executive Board is composed of 17 locally elected officials and one ex-officio non-voting member of the legislature. The Executive Board is the policy-making body for all activities undertaken by NCTCOG, including program activities and decisions, regional plans, and fiscal and budgetary policies. The Board is supported by policy development, technical advisory and study committees – and a professional staff led by R. Michael Eastland, Executive Director.

NCTCOG’s offices are located in Arlington in the Centerpoint Two Building at 616 Six Flags Drive (approximately one-half mile south of the main entrance to Six Flags Over Texas).

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FAX: (817) 640-7806
Internet: http://www.nctcog.org

NCTCOG’s Department of Transportation

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG’s Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation Council and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

Prepared in cooperation with the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation.

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.
FY2020 and FY2021
Unified Planning Work Program
For Regional Transportation Planning

Approved by the Regional Transportation Council – July 11, 2019
Amended by the Regional Transportation Council – October 10, 2019
Amended by the Regional Transportation Council – February 27, 2020
Amended by the Regional Transportation Council – July 9, 2020

Transportation Department
North Central Texas Council of Governments
NCTCOG Executive Board 2019-2020

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Member of the Texas Legislature

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Councilmember, City of Fort Worth

Michael Morris, P.E.
Director of Transportation, NCTCOG

Surface Transportation Technical Committee

Bryan Beek, Chair
Director of Public Works
City of Grapevine
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I. Introduction

The North Central Texas Council of Governments (NCTCOG), through designation by the Governor of the State of Texas, serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas. The designation of the MPO is by agreement among the units of general purpose local governments and the Governor.

In order to conduct the metropolitan transportation planning process, the State of Texas, acting through the Texas Department of Transportation (TxDOT), and the North Central Texas Council of Governments as the Metropolitan Planning Organization, have entered into an agreement referred to as the Metropolitan Transportation Planning Contract. This agreement serves to delineate the responsibilities of each organization, TxDOT in the administration of federal and State funds to support the planning process, and NCTCOG in carrying out the responsibilities of the MPO.

Under federal law (23 USC 134 and 49 USC 5303, as amended), the MPO designated for each urbanized area is to carry out a “continuing, cooperative, and comprehensive multimodal transportation planning process,” including the development of a metropolitan transportation plan (MTP) and a transportation improvement program (TIP). This process should encourage and promote the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities). The process should also foster economic growth and development (including travel and tourism), improve resiliency and reliability, while minimizing transportation-related fuel consumption, stormwater impacts, and air pollution. The Unified Planning Work Program (UPWP) is prepared every two years by NCTCOG in accordance with current surface transportation legislation, the Fixing America’s Surface Transportation (FAST) Act, adopted by Congress and signed by the President on December 4, 2015. This legislation continues the concepts of a continuing, cooperative, and comprehensive planning process identified in previous
legislation, the Intermodal Surface Transportation Efficiency Act (ISTEA); the Transportation Equity Act for the 21st Century (TEA-21); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and Moving Ahead for Progress in the 21st Century (MAP-21). The UPWP is developed in cooperation with the Texas Department of Transportation (TxDOT), transportation authorities, toll authorities, Dallas Fort Worth International Airport 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 and local governments. 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 metropolitan planning process consists of four phases: system planning, project refinement, innovative finance, and project programming. The process is outlined in Exhibit I-1. System planning is a primary function of the Metropolitan Planning Organization, and as such, NCTCOG takes the lead in the development of the Metropolitan Transportation Plan (MTP). As projects contained in the MTP undergo more detailed analyses, the transportation providers in the region assume leadership roles for specific projects, as applicable, with support from NCTCOG. The private sector may join in the planning process as revenue sources for the projects are investigated and identified. With the decline in revenue from traditional funding sources, participation from the private sector continues to be relied upon in order to identify revenue streams to expeditiously implement viable transportation projects. Once project funding has been identified, NCTCOG, in carrying out another primary responsibility, reassumes the lead in the planning process and includes the projects in the Transportation Improvement Program (TIP).
EXHIBIT I-1
Metropolitan Planning Process for Delivering Transportation Projects

NCTCOG  Transportation Providers  Private Sector  NCTCOG

- System Planning
  - Metropolitan Transportation Plan:
  - Congestion Management
  - Bike/Pedestrian Facilities
  - Rail/Bus Transit
  - Managed/Toll Lanes
  - Thoroughfares/Freeways

- Project Refinement
  - Corridor Studies
  - Planning and Environmental Linkages (PEL)
  - National Environmental Policy Act (NEPA) Process

- Innovative Finance
  - Local-State-Federal Fund Leveraging
  - Public/Private Partnerships
  - Value Capture

- Project Programming
  - Project Selection
  - Project Monitoring
  - Project Reporting

Transportation Planning and Congestion Management
Innovative Project Delivery and Environmental Streamlining
Transportation Project Programming

NCTCOG MPO Staff Activities
The draft UPWP document is reviewed by the Surface Transportation Technical Committee and is presented for comment at public meetings. The Unified Planning Work Program is then presented for approval to the Regional Transportation Council and the NCTCOG Executive Board.

In addition to working cooperatively to develop the UPWP, NCTCOG, as the MPO, works with TxDOT and the transportation operators to carry out the metropolitan planning process within the region. Exhibit I-2 illustrates the respective responsibilities of NCTCOG; the Texas Department of Transportation; the North Texas Tollway Authority; the Collin County Toll Road Authority; Dallas Area Rapid Transit; Trinity Metro (also known as the Fort Worth Transportation Authority); the Denton County Transportation Authority; the Cities of McKinney, Mesquite, Arlington and Grand Prairie; and the Dallas Fort Worth International Airport with regard to the development of financial forecasts, the Metropolitan Transportation Plan, the Metropolitan Transportation Improvement Program, the Annual Listing of Obligated Projects, the Congestion Management Process, Air Quality Conformity, and Corridor Studies. Appendix H contains a Memorandum of Understanding between the above entities demonstrating each entity’s commitment to work cooperatively.

There is also a Metropolitan Planning Organization (MPO) Agreement, which is executed every six years related to the roles and responsibilities between the Texas Department of Transportation (TxDOT), the Regional Transportation Council as the MPO Policy Committee, and the North Central Texas Council of Governments as the MPO Fiscal Agent. This Agreement is the conduit for the Texas Department of Transportation to provide transportation planning funds to NCTCOG. From time to time, NCTCOG staff work activities require out-of-state travel. Approval from TxDOT will be sought in advance as outlined in the Agreement.
## EXHIBIT I-2
### METROPOLITAN TRANSPORTATION PLANNING PROCESS RESPONSIBILITIES

<table>
<thead>
<tr>
<th>Planning Activity</th>
<th>NCTCOG/RTC</th>
<th>TxDOT/NTTA/CCTRA</th>
<th>DFW Airport</th>
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</thead>
<tbody>
<tr>
<td><strong>Financial Forecasts</strong></td>
<td>Develop alternative financial forecasts based on policy variables.</td>
<td>Provide estimate of statewide revenue projections for statewide sources such as federal/state fuel tax, vehicle registrations, and state discretionary programs.</td>
<td>Provide estimate of agency revenue projections for local, state, and federal sources such as local sales tax, federal and state formula funds and discretionary programs.</td>
</tr>
<tr>
<td>(23 CFR 450.324(f)(11))</td>
<td>Develop forecasts for locally generated and local option revenue.</td>
<td>Develop and maintain revenue forecasting model for federal/state revenue sources, including local option alternatives.</td>
<td>Provide financial plan information regarding allocation of revenue sources to project types, such as rail capital, bus capital, and maintenance and operations.</td>
</tr>
<tr>
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<td>Provide estimates of revenue by year for each Statewide Transportation Improvement Program category.</td>
<td>Provide any locally derived revenue estimates as appropriate.</td>
</tr>
<tr>
<td><strong>Metropolitan Transportation Plan</strong></td>
<td>Develop system revenue forecasts.</td>
<td>Provide roadway project status and cost information, including revenue source.</td>
<td>Provide project status and cost information, including revenue source for major Airport projects that are locally funded.</td>
</tr>
<tr>
<td>(MTP) Development</td>
<td>Develop system-wide alternative scenarios.</td>
<td>Provide potential project staging and phasing, including expected opening year.</td>
<td>Provide potential project staging and phasing, including expected opening year for major locally funded projects.</td>
</tr>
<tr>
<td>(23 CFR 450.324)</td>
<td>Develop system-wide travel forecasts and performance reporting.</td>
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<td>Coordinate public and transportation partner involvement activities</td>
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<td>Planning Activity</td>
<td>NCTCOG/RTC</td>
<td>TxDOT/NTTA/CCTRA</td>
<td>DART/Trinity Metro/ DCTA/McKinney/ Mesquite/Arlington/ Grand Prairie</td>
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<tr>
<td><strong>Metropolitan Transportation Improvement Program (TIP) (23 CFR 450.326)</strong></td>
<td>Compile and maintain list of funded projects by year and funding source, including basic scope, limits, and total project cost/funding details. Submit metropolitan Transportation Improvement Program for inclusion in the Statewide Transportation Improvement Program. Draft and submit quarterly Transportation Improvement Program modifications and Statewide Transportation Improvement Program revisions to the Texas Department of Transportation Districts (includes review for Metropolitan Transportation Plan and Air quality conformity consistency and requisite public involvement).</td>
<td>Provide list of projects implemented by own agencies to NCTCOG for inclusion in the metropolitan and Statewide Transportation Improvement Program (STIP) in the metropolitan area. TxDOT submits rural projects to STIP. Provide updated status, costs by phase, and dollar amounts by funding category and year. Submit locally funded, regionally significant projects for inclusion in the Transportation Improvement Program/Statewide Transportation Improvement Program. Submit Transportation Improvement Program</td>
<td>Provide list of projects implemented by own agencies to NCTCOG for inclusion in the metropolitan and Statewide Transportation Improvement Program. Provide updated status, costs by phase, and dollar amounts by funding category and year for each federal, state, or locally funded project. Submit locally funded, regionally significant projects for inclusion in the Transportation Improvement Program/Statewide Transportation Improvement Program.</td>
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<tr>
<td>Planning Activity</td>
<td>NCTCOG/RTC</td>
<td>TxDOT/NTTA/CCTRA</td>
<td>DFW Airport</td>
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<td>modifications/Statewide Transportation Improvement Program revisions to own agency's projects for NCTCOG processing and review.</td>
<td>Submit Transportation Improvement Program modifications/Statewide Transportation Improvement Program revisions for own agency's projects to NCTCOG.</td>
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<td>Texas Department of Transportation Districts submit final Statewide Transportation Improvement Program revision packet to the Texas Department of Transportation in Austin for review and approval.</td>
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<tr>
<td><strong>Annual Listing of Obligated Projects</strong> (23 CFR 450.334)</td>
<td>Compile list of obligated projects for each fiscal year with data from the Federal Transit Administration information system, transit agencies, and the Texas Department of Transportation.</td>
<td>Provide list of obligated projects (including project status and obligation amounts) to NCTCOG at the end of each fiscal year.</td>
<td>Provide transit grant numbers to NCTCOG to enable collection of transit funding obligations to the transit authorities and local governments.</td>
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<tr>
<td>Planning Activity</td>
<td>NCTCOG/RTC</td>
<td>TxDOT/NTTA/CCTRA</td>
<td>DFW Airport</td>
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<td>Develop, coordinate and collect</td>
<td>Identify, select and implement congestion management strategies.</td>
<td>Identify select and implement congestion management strategies, as appropriate.</td>
<td>Identify, select and implement congestion management strategies.</td>
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<td>inclusion in asset information</td>
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<td>planning tool.</td>
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<td>Identify, select, implement and</td>
<td>Coordinate public involvement activities regarding Congestion Management</td>
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<td>coordinate congestion management</td>
<td>Process development.</td>
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<td>strategies.</td>
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<td>Provide and coordinate</td>
<td>Coordinate public involvement activities regarding Congestion Management</td>
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<td>evaluation of effectiveness</td>
<td>Process development.</td>
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<td>of implemented strategies.</td>
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<td>Coordinate public</td>
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<td>involvement activities</td>
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<tr>
<td>regarding Congestion Management</td>
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<tr>
<td>Process development.</td>
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</tr>
<tr>
<td>Air Quality Conformity</td>
<td>Develop and coordinate the transportation conformity analyses for the</td>
<td>TxDOT: Enter into a Memorandum of Agreement with NCTCOG, in the event the</td>
<td>Review conformity analysis, if applicable; provide comments during public</td>
</tr>
<tr>
<td>(40 CFR Part 93)</td>
<td>nonattainment area within the Metropolitan Planning Area.</td>
<td>nonattainment area extends beyond the Metropolitan Planning Area boundary, for</td>
<td>participation process.</td>
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<td></td>
<td>Enter into a Memorandum of Agreement with the</td>
<td>cooperative planning and air quality analysis of projects to</td>
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<td></td>
<td>Review conformity analysis, if applicable; provide comments during public</td>
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<td>participation process.</td>
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<td>Planning Activity</td>
<td>NCTCOG/RTC</td>
<td>TxDOT/NTTA/CCTRA</td>
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<tr>
<td>Texas Department of Transportation, in the event the nonattainment area extends beyond the Metropolitan Planning Area boundary, for cooperative planning and air quality analysis of projects to reach a positive conformity determination.</td>
<td>reach a positive conformity determination. Participate as one of the interagency consultation partners for the conformity determination process, review conformity analyses and provide comments.</td>
<td>Provide consent to the Federal Highway Administration on the transportation conformity determination.</td>
<td>NTTA/CCTRA: Review conformity analysis, if applicable; provide comments during public participation process.</td>
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<tr>
<td>Planning Activity</td>
<td>NCTCOG/RTC</td>
<td>TxDOT/NTTA/CCTRA</td>
<td>DART/Trinity Metro/ DCTA/McKinney/ Mesquite/Arlington/ Grand Prairie</td>
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<tr>
<td>Corridor and Subarea Studies</td>
<td>Lead corridor studies agreed upon by partner agencies.</td>
<td>Lead corridor studies agreed upon by partner agencies.</td>
<td>Lead corridor studies agreed upon by partner agencies.</td>
</tr>
<tr>
<td>(23 CFR 450.318)</td>
<td>Support partner agency corridor studies by providing travel forecasts for alternative scenarios. Provide Mobile Source Air Toxics and Environmental Justice analysis as appropriate to support National Environmental Policy Act documents.</td>
<td>Provide funding support for travel forecasting support as agreed upon between lead agency and NCTCOG. Provide design concept and scope information for potential project alternatives as necessary to perform travel forecasts.</td>
<td>Provide funding support for travel forecasting support as agreed upon between lead agency and NCTCOG. Provide design concept and scope information for potential project alternatives as necessary to perform travel forecasts.</td>
</tr>
<tr>
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<td>Provide policy and administrative support, including potential impacts to current and upcoming Metropolitan Transportation Plans.</td>
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</table>
The North Central Texas Council of Governments has received designation as a Regional Economic Development District. It is anticipated that data available through the metropolitan planning process may be utilized to help support the Agency in the development of Comprehensive Economic Development Strategies for the region.

The North Central Texas Council of Governments and the RTC have also executed five Memorandums of Understanding (MOUs) with regions beyond the Metropolitan Planning Area for interregional and interstate cooperation on transportation issues that are of mutual interest to the North Central Texas region and the respective region. These MOUs have been executed with the East Texas Council of Governments and East Texas Corridor Council; the East Texas Council of Governments, East Texas Corridor Council, and the Northwest Louisiana Council of Governments; the East Texas Council of Governments, East Texas Corridor Council, Northwest Louisiana Council of Governments, and the North Delta Regional Planning and Development District/Ouachita Council of Governments; the Heart of Texas Council of Governments and Waco Metropolitan Planning Organization; and Metroplan (five-county area designated as the Metropolitan Planning Organization for the Central Arkansas Regional Transportation Study Area). To advance high-speed rail planning efforts, NCTCOG and the Association of Central Oklahoma Governments, the Metropolitan Planning Organization for the Oklahoma City metropolitan area, documented an agreement to work cooperatively to evaluate and plan for potential rail service between the Houston and Oklahoma City metropolitan areas. Additionally, NCTCOG and the RTC executed an MOU with the Lone Star Rail District, a governmental entity planning and developing rail passenger service and freight rail improvements in the Central Texas region, to assist with and coordinate rail planning activities in the Dallas, Fort Worth, Austin and San Antonio regions.

Locally, NCTCOG entered into a Memorandum of Understanding with Texas Central Partners to cooperatively develop a high-speed rail system from Houston to Fort Worth.
The UPWP has been prepared using the standard format for MPOs provided by TxDOT. The remaining portion of this chapter summarizes the overall purpose of the Unified Planning Work Program; the geographic area identified as the Metropolitan Area for Transportation Planning; the organizational structure for conducting regional transportation planning in the Dallas-Fort Worth Metropolitan Area; ongoing activities related to private-sector involvement; and an overview of planning issues and emphasis areas for Fiscal Years 2020 and 2021.

Chapters II-VI include project descriptions, funding levels, sources of funding, and anticipated products for each planning subtask to be carried out by NCTCOG. Work completed during the previous two fiscal years is also highlighted. In addition to planning activities, initiatives being carried out by NCTCOG to implement transportation programs in the region are identified. These Management and Operations initiatives are being included to provide a complete inventory of NCTCOG staff activities. Chapter VII contains strategic regional initiatives to investigate non-traditional funding methods for transportation projects due to the decline in traditional funding sources. Funds will be sought from varying sources to support these strategic initiatives, and when received, will be categorized as Revenue Center 6 funds. Chapter VIII provides a summary of overall funding levels and the sources of funding for each task. Included in Chapter IX is an inventory of other transportation planning activities across the region submitted by local governments and transportation providers. Appendix A provides a summary of policy and technical committee membership; Appendix B illustrates the Metropolitan Planning Area boundary; Appendix C contains the NCTCOG Debarment Certification; and Appendix D provides the Lobbying Certification for contracts, grants, loans, and cooperative agreements. Appendix E contains the Contract and Procurement Procedures Certification of Compliance; Appendix F contains the Ethics and Compliance Certification; Appendix G contains the NCTCOG Transportation Public Participation Plan; and Appendix H contains the Metropolitan Planning Agreement. Regional
Transportation Council approved transportation Performance Measures are contained in Appendix I.

A. Purpose

The Unified Planning Work Program (UPWP) is the instrument for coordinating metropolitan transportation and air quality planning activities in North Central Texas. This Work Program includes a description of proposed work submitted to state and federal agencies that are the financial sponsors of the Program. This Unified Planning Work Program describes the transportation and air quality planning efforts in the North Central Texas region for the period of October 1, 2019 to September 30, 2021.

Consistent with the standard UPWP format provided by TxDOT, the following five tasks have been identified to guide transportation planning activities in the NCTCOG Metropolitan Area:

1.0 Administration and Management
2.0 Transportation Data Development and Maintenance
3.0 Short-range Planning and Programming, and Air Quality and Transit Operations
4.0 Metropolitan Transportation Plan
5.0 Special Studies and System Operation

Exhibit I-3 below identifies the 10 planning factors that must be considered in the metropolitan transportation planning process, per 23 USC 134(h).
EXHIBIT I-3
TEN FACTORS TO BE CONSIDERED IN THE PLANNING PROCESS

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and nonmotorized users.
- Increase the security of the transportation system for motorized and nonmotorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

Transportation Performance Management

Transportation performance management is now used as a strategic approach to making investment and policy decisions, utilizing system information to achieve the national performance goals of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays established through MAP-21, and as further defined by the FAST Act. NCTCOG publishes Progress North Texas, a state-of-the-region report that focuses on establishing measures of system performance. Data on demographics, congestion, air pollution, safety and project development is gathered annually and is used to determine the performance of the transportation system.

NCTCOG has utilized performance-based planning as an integral part of the metropolitan transportation planning process since enactment of The Intermodal Surface Transportation Efficiency Act of 1991. Federal guidance regarding performance-based planning will help states and MPOs with integration of performance-based planning in the transportation planning and programming processes. As part of this UPWP, NCTCOG will continue dialogue with TxDOT and
other MPOs across the state to build consensus on how best to implement the federal guidance. NCTCOG will integrate new federal requirements into its already developed performance-based planning process to ensure federal, State, and local consistency. More importantly, this will ensure that data being collected supports these measures and corresponds with federal guidance. This increased emphasis on performance-based planning will translate into increased dialogue with policy officials and transportation partners in the region regarding the use of performance measures and associated data collection and analysis in both planning and project programming efforts. There will be an increased focus on the consistent use of performance measures to achieve the regional goals. Included in Appendix I are the performance measures approved by the Regional Transportation Council related to safety; pavement and bridge condition; system performance, freight, and congestion mitigation and air quality (CMAQ); and transit asset management.

Public Involvement

Additionally, metropolitan planning organizations shall develop and adopt a proactive public involvement process. NCTCOG’s public involvement process incorporates Environmental Justice and Title VI considerations. Public participation is solicited and strongly encouraged in NCTCOG’s transportation planning program. Increasing communication among cities, elected officials, and technical staff permits these entities to work together to achieve desired goals and objectives. The public outreach and involvement programs emphasize the importance of participation at all levels, from government agencies to the individual. When the public is informed and involved, planning efforts are more likely to address the wide range of issues that impact the region. Including the public during the planning phase of any project will reduce the time and cost of eventual project implementation.

The public outreach initiative is a major ongoing program to increase the level of interaction with the general public regarding transportation planning activities being carried out by the Metropolitan
Planning Organization. A wide variety of strategies have been developed to address the goal. Different strategies may be employed for different projects and activities, depending on specific project needs, available time, and project budgets.

Formal public involvement procedures to be used in the metropolitan transportation planning process were originally adopted by the Regional Transportation Council (RTC) on June 1, 1994, and subsequently revised May 10, 2007, March 11, 2010, February 12, 2015, and November 8, 2018, to increase the public’s access to information related to the MPO planning process, as well as opportunities for public participation in the overall decision-making process. The current Public Participation Plan approved by the RTC is included in Appendix G. The most recent revisions addressed new federal requirements for stakeholders, more efficient public input opportunities, increased emphasis on livestreaming, and outreach to and through community groups. The Public Participation Plan, as approved by the RTC in November 2018, also includes, as attachments, a Language Assistance Plan and Title VI Complaint Procedures. The Language Assistance Plan outlines how people with limited proficiency in English have access to information and the ability to participate in NCTCOG Transportation Department Programs. Title VI Complaint Procedures outline the NCTCOG policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios. The public involvement procedures represent the required public involvement process for involving the public in the various aspects of the regional transportation planning process; additional strategies are often pursued through public outreach activities that are also identified in Appendix G. NCTCOG staff continually reviews requirements for and guidance on public participation from the Federal Highway Administration and the Federal Transit Administration and maintains public involvement procedures consistent with requirements and guidance.
Guidance received from federal and state transportation funding agencies in the past requested MPOs to include activities to ensure and enhance the compliance of the metropolitan transportation planning process with Title VI of the Civil Rights Act of 1964. Title VI states that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. The Civil Rights Restoration Act of 1987 expanded the prohibition of discrimination to include religion, sex, age, or disability and clarified the intent of Title VI by including the following language: “Nondiscrimination programs require that federal-aid recipients, sub-recipients, and contractors prevent discrimination and ensure nondiscrimination in all of their programs and activities, whether those programs and activities are federally funded or not.” Executive Order 12898 mandates that federal agencies also incorporate environmental justice principles by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations. Periodically, TxDOT requests a Title VI Compliance Review of NCTCOG’s metropolitan planning process. During the review, NCTCOG gives TxDOT documentation of how the Agency is complying with non-discrimination requirements in the outreach and planning processes. On May 9, and May 23, 2019, respectively, the RTC and the NCTCOG Executive Board approved an update to NCTCOG’s Title VI program. Initiatives to maintain compliance with all applicable regulations and orders will continue to be pursued as part of the FY2020 and FY2021 UPWP.

In May 2019, a public meeting was held to present to the public the draft FY2020 and FY2021 UPWP for comments prior to requesting technical committee and RTC approval of the Work Program. This public meeting was streamed live online and a video recording was posted on NCTCOG’s public involvement webpage, along with a draft copy of the document.
B. Definition of Area

North Central Texas Region

The North Central Texas region is the 16-county area within which the North Central Texas Council of Governments is responsible for coordinating regional planning activities that address the common needs of its constituents. Counties encompassed by NCTCOG for regional coordination are Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant, and Wise. The region was designated as the North Central Texas State Planning Region by Executive Order of the Texas Governor, Dolph Briscoe, on August 28, 1973.

Dallas-Fort Worth Metropolitan Area

The Texas Department of Transportation (then known as the Texas Highway Department) initiated comprehensive transportation planning in North Central Texas in July 1967, as the Dallas-Fort Worth Regional Transportation Study. These early planning efforts set the foundation for subsequent transportation planning in the region and defined the area of primary interest for such work. Since then, extensive growth in population, employment, and travel has resulted in several expansions of the study area for transportation and air quality planning activities. The study area includes current urbanized areas and areas expected to be principally urbanized during the planning horizon (approximately 20 years). Following action by the RTC, the NCTCOG Executive Board and the Texas Transportation Commission in 2009, the Metropolitan Planning Area boundary now includes the 12 counties of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise. This total area is approximately 9,441 square miles, as shown in Exhibit I-4.
Per federal legislation, the Metropolitan Area also has been designated as a Transportation Management Area (TMA).

Federal planning regulations require that if any federal public lands and/or Indian tribal lands are included within the Metropolitan Planning Area, the affected federal agencies and Indian tribal governments shall be involved appropriately in the development of transportation plans and programs. NCTCOG includes federally recognized tribal nations that have areas of interest in the North Texas region as stakeholders in the transportation planning process. Tribal groups are also included in the 13,500-record public involvement database.
Air Quality Nonattainment Area

With the passage of the Clean Air Act Amendments of 1990, the counties of Collin, Dallas, Denton, and Tarrant were originally designated as a nonattainment area for being in violation of the 1-hour ozone standard. In 2008, a new, stricter 8-hour ozone standard was implemented that expanded the ozone nonattainment area to 10 counties, including Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties. The ozone standard was then strengthened again in 2015, resulting in nonattainment designation for 9 counties, including Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise counties. Currently, both the 2008 and 2015 8-hour ozone standards are in effect and require attention in transportation planning. In addition, Hood County has remained in attainment but is partnering with EPA through the Ozone Advance Program. Under this program, organizations in Hood County took proactive actions that reduce ozone precursor emissions to enable continued compliance in meeting the ozone standard. Air quality planning activities to be conducted as part of the FY2020 and FY2021 UPWP are described within Task 3 of the Work Program.

C. Organization

Multimodal transportation planning and development, facilitated through a single policy direction for all modes of travel, ensures that plans and programs are coordinated across various city, county, and agency jurisdictional boundaries and that implementing agencies are cooperating. In North Central Texas, this direction is provided through an extensive committee structure forming partnerships in regional transportation planning and implementation, as illustrated in Exhibit I-5. This structure consists of the NCTCOG Executive Board and the Regional Transportation Council, comprised primarily of local elected officials; transportation providers; and technical or advisory committees comprised of staff involved in the planning for various modes of travel. A variety of task forces also support planning initiatives as needed.
EXHIBIT 1-5

PARTNERSHIP IN REGIONAL TRANSPORTATION PLANNING

Transportation Providers
- Texas Department of Transportation
- North Texas Tollway Authority
- Dallas Area Rapid Transit
- Denton County Transportation Authority
- Collin County Toll Road Authority
- Trinity Metro
- Dallas Fort Worth International Airport

Regional Transportation Council

Executive Board

RTC Subcommittees

Surface Transportation Technical Committee

Air Transportation Advisory Committee

Regional Freight Advisory Committee

Bicycle/Pedestrian Advisory Committee

Regional Safety Advisory Committee
NCTCOG Executive Board

The NCTCOG Executive Board, consisting of 17 locally elected officials and one ex-officio non-voting member of the Texas Legislature, establishes overall policy for comprehensive planning and coordination in the North Central Texas region. The Executive Board sets policy for the administration of funds granted to the MPO, as well as the NCTCOG staff in carrying out the day-to-day responsibilities of the MPO. NCTCOG is the overall umbrella under which the regional transportation planning process functions. The Executive Board meets monthly at NCTCOG’s offices.

Regional Transportation Council

The Regional Transportation Council, consisting of 44 members, serves as the independent policy body for regional transportation decisions. The RTC provides guidance for multimodal transportation planning and ensures coordination among transportation modes, local government entities, and planning activities. The RTC is responsible for direction and approval of the Metropolitan Transportation Plan, the Transportation Improvement Program, the Congestion Management Process, the Unified Planning Work Program, and for satisfying and implementing federal and state laws and regulations pertaining to the regional transportation planning process.

The RTC meets monthly at NCTCOG’s offices. The RTC meetings have been streamed live over the internet since September 2015. Video recordings of the proceedings are available online within 24 hours of each meeting. The organizational structure of the RTC is shown in Exhibit I-6, and current membership is shown in Appendix A. Public transportation agencies have long been represented on the RTC, as is now required by the FAST Act. At the discretion of the RTC officers, RTC members also serve on Standing and Ad Hoc Subcommittees formed by the officers to respond to specific issues that come before the Council.
EXHIBIT I-6
REGIONAL TRANSPORTATION COUNCIL ORGANIZATIONAL STRUCTURE

<table>
<thead>
<tr>
<th>EXHIBIT I-6</th>
<th>REGIONAL TRANSPORTATION COUNCIL ORGANIZATIONAL STRUCTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Arlington</td>
<td>2</td>
</tr>
<tr>
<td>Cities of Carrollton and Farmers Branch</td>
<td>1</td>
</tr>
<tr>
<td>Cities of Dallas, Highland Park, and University Park</td>
<td>6</td>
</tr>
<tr>
<td>Cities of Denton, Sanger, Corinth, and Lake Dallas</td>
<td>1 (urbanized area)</td>
</tr>
<tr>
<td>Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, Glenn Heights, and Hutchins</td>
<td>1</td>
</tr>
<tr>
<td>City of Fort Worth</td>
<td>3</td>
</tr>
<tr>
<td>City of Garland</td>
<td>1</td>
</tr>
<tr>
<td>City of Grand Prairie</td>
<td>1</td>
</tr>
<tr>
<td>Cities of North Richland Hills, Richland Hills, Haltom City, Watauga, White Settlement, River Oaks, Lake Worth, Westworth Village, Saginaw, Azle, Keller, and Sansom Park</td>
<td>1</td>
</tr>
<tr>
<td>Cities of Irving and Coppell</td>
<td>1</td>
</tr>
<tr>
<td>Cities of Lewisville, Flower Mound, and Highland Village</td>
<td>1 (urbanized area)</td>
</tr>
<tr>
<td>Cities of Mansfield, Benbrook, Forest Hill, Crowley, Everman, and Kennedale</td>
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</tr>
<tr>
<td>Cities of Mesquite, Balch Springs, Seagoville, and Sunnyvale</td>
<td>1</td>
</tr>
<tr>
<td>Cities of Grapevine, Southlake, Colleyville, Westlake, Trophy Club, Roanoke, Bedford, Euless, and Hurst</td>
<td>1</td>
</tr>
<tr>
<td>Cities of McKinney, Fairview, Anna, Princeton, and Melissa</td>
<td>1 (urbanized area)</td>
</tr>
<tr>
<td>City of Plano</td>
<td>1</td>
</tr>
<tr>
<td>Cities of Richardson and Addison</td>
<td>1</td>
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<tr>
<td>Cities of Frisco, Prosper, Little Elm, The Colony, Celina, and Providence Village</td>
<td>1</td>
</tr>
<tr>
<td>Cities of Allen, Lucas, Wylie, Rowlett, Sachse, and Murphy</td>
<td>1</td>
</tr>
<tr>
<td>Collin County</td>
<td>1</td>
</tr>
<tr>
<td>Dallas County</td>
<td>2</td>
</tr>
<tr>
<td>Denton County</td>
<td>1</td>
</tr>
<tr>
<td>Ellis County and the Cities of Waxahachie, Midlothian, Ennis, and Red Oak, and Kaufman County and the Cities of Forney, Terrell, and Kaufman</td>
<td>1</td>
</tr>
<tr>
<td>Johnson County and the Cities of Burleson, Cleburne, Keene, and Joshua and Hood County and the City of Granbury</td>
<td>1</td>
</tr>
<tr>
<td>Rockwall County and the Cities of Rockwall, Heath, Royse City, and Fate and Hunt County and the Cities of Greenville and Commerce</td>
<td>1</td>
</tr>
<tr>
<td>Parker County and the Cities of Weatherford and Mineral Wells, and Wise County and the Cities of Decatur and Bridgeport</td>
<td>1</td>
</tr>
<tr>
<td>Tarrant County</td>
<td>2</td>
</tr>
<tr>
<td>District Engineer, Dallas District, TxDOT (also represents the TxDOT Paris District’s interests)</td>
<td>1</td>
</tr>
<tr>
<td>District Engineer, Fort Worth District, TxDOT</td>
<td>1</td>
</tr>
<tr>
<td>Policy Representative, Dallas Area Rapid Transit</td>
<td>1</td>
</tr>
<tr>
<td>Policy Representative, Fort Worth Transportation Authority</td>
<td>1</td>
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<tr>
<td>Polity Representative, Denton County Transportation Authority</td>
<td>1</td>
</tr>
<tr>
<td>Policy Representative, North Texas Tollway Authority</td>
<td>1</td>
</tr>
<tr>
<td>Policy Representative, Dallas Fort Worth International Airport</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>44</td>
</tr>
</tbody>
</table>

Surface Transportation Technical Committee

Other Technical Committees as Determined by the Transportation Director
Transportation Technical and Advisory Committees

Technical and advisory committees provide advice to the RTC and guidance for the NCTCOG staff. Committee members may be called upon to provide the RTC with information about the concerns and priorities of the individual local entities they represent. They also provide specialized expertise and serve as a means of facilitating communication and coordination between the regional planning process and individual local agencies. Representatives on these committees may include staffs of local governments, transportation providers in the region, private-sector representatives, personnel from state and federal agencies, or citizens.

Surface Transportation Technical Committee

The Surface Transportation Technical Committee (STTC) reviews, comments on, and prepares recommendations regarding surface transportation planning and development in the Dallas-Fort Worth Metropolitan Area. The current members of STTC are listed in Appendix A. The Committee meets monthly at NCTCOG’s offices.

Air Transportation Advisory Committee

The Air Transportation Advisory Committee (ATAC) provides technical expertise and review for the general aviation system planning process to the RTC and NCTCOG Executive Board. The general aviation system is the system of airports and heliports in the region that provide for general aviation and air cargo activity. The Committee meets quarterly at NCTCOG’s offices.

Regional Freight Advisory Committee

The Regional Freight Advisory Committee (RFAC) provides technical expertise, review of and input on Freight North Texas products, recommendations for freight project funding, review of freight-
related publications, and review of and contributions to freight forecasting efforts to the RTC. Freight North Texas is the regional freight system inventory for the NCTCOG region. The Committee meets quarterly at NCTCOG's offices.

**Bicycle and Pedestrian Advisory Committee**

The Bicycle and Pedestrian Advisory Committee (BPAC) provides technical expertise, public outreach support, review of regional bicycle and pedestrian planning, and assistance in the selection of bicycle and pedestrian projects funded by the RTC and the NCTCOG Executive Board. The Committee meets quarterly at NCTCOG's offices.

**Regional Safety Advisory Committee**

The Regional Safety Advisory Committee (RSAC) assists in the development of policies, programs, procedures, projects, and activities that help improve traffic safety throughout the region. The Committee also provides technical expertise, public outreach support, review of regional safety planning, and assistance in the selection of safety projects funded by the RTC and the NCTCOG Executive Board. The Committee meets quarterly at NCTCOG's offices.

**D. Private-Sector Involvement**

The private sector is encouraged, to the maximum extent feasible, to participate in NCTCOG's metropolitan transportation and air quality planning process. Private/public sector partnerships are playing an important role in the development and implementation of strategies to reduce congestion and improve air quality, as well as in the joint funding of transportation improvements. Private-sector representatives serve as members on various planning task forces and coalitions. The NCTCOG Transportation Public Participation Plan involves the private sector through various mailings of meeting notices and publications. Additionally, many air quality initiatives seek to include the private sector in helping the region meet federal requirements.
In support of the region’s Sustainable Development initiatives, since 2011 the Regional Transportation Council has allocated RTC Local, Regional Toll Revenue, Congestion Mitigation and Air Quality Improvement Program, and Surface Transportation Block Grant Program funds for transportation improvements. Private-sector participation is essential to the funding and implementation of these projects. This program forms the foundation for an ongoing dialogue with the private-sector development community regarding opportunities for coordinating transportation and land-use investment decisions to improve mobility and air quality. These discussions are taking place in part through the ongoing process of working with the project developers and local governments toward implementation of these specific projects.

A newly created Unmanned Aircraft Systems (UAS) Safety and Integration Task Force involves significant private-sector involvement as the region seeks to mitigate reckless UAS operation and promote the safe integration of UAS technology into the DFW regional airspace. Working groups have been formed to address education and public awareness, legislation, training, and integration related to UAS. The Task Force is comprised of public-sector representatives at the federal, State, and local levels as well as private-sector representatives from the aviation and UAS industries, academia, military, and others.

NCTCOG also serves as ex-officio representatives to the Dallas Regional Mobility Coalition and the Tarrant Regional Transportation Coalition, which assist local governments, TxDOT, DART, DCTA and Trinity Metro with implementation of transportation improvements in the TxDOT Dallas and Fort Worth Districts.

Additionally, third-party private contractors provide significant technical support for work contained in the UPWP. The contracting procedures used by NCTCOG establish standards and guidelines for the procurement of services through third-party contracts. TxDOT has approved NCTCOG’s
procedures for procuring consultants to assist with implementation of the transportation and air quality planning projects included in the UPWP. Copies of NCTCOG’s contracting procedures are available upon request. Appendix E contains a current certification of compliance for NCTCOG’s contract and procurement procedures.

As part of the development and implementation of the UPWP, NCTCOG staff, in cooperation with local governments, TxDOT, and the transportation providers, identifies those work subtasks in which consultant assistance will be desired. As individual projects move forward, a Request for Proposals (RFP), which includes an overview of the work to be completed, is issued for each of these projects. NCTCOG maintains a list of prospective consultants by area of specialization and uses it to guide the distribution of RFPs. Firms wishing to be included on the list of prospective consultants are encouraged to provide information to NCTCOG. A notice of intent to retain consultant services for each project is also published in the Texas Register, on the NCTCOG website, and in local newspapers, two of which are targeted for ethnic minorities. Consultants may obtain a copy of the RFP through the NCTCOG website. A review committee is established for each project to review proposals and provide recommendations to NCTCOG’s Executive Board regarding the firm(s) to conduct the work.

Additionally, transportation providers and local governments in the region retain consultants to assist with planning efforts. Transportation providers also increasingly seek to form project implementation partnerships through a variety of innovative project development and financing tools authorized by federal and State legislation and regulation. During these efforts, NCTCOG’s assistance is often requested. Staff participates in meetings, provides data, and performs specialized planning work to support the efforts of the transportation provider and local governments, as well as potential private transportation project developers to ensure potential projects are consistent with adopted regional policies, plans, and programs.
E. Planning Issues and Emphasis

The Federal Highway Administration and the Federal Transit Administration have jointly issued Planning Emphasis Areas to be addressed in the UPWP. These three emphasis areas are identified in Exhibit I-7 and include 1) Transition to Performance Based Planning and Programming, 2) Regional Models of Cooperation – Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination Across Transit Agency, MPO and State Boundaries; and 3) Ladders of Opportunity – Access to Essential Services. Included in this Exhibit are examples of how NCTCOG is addressing or plans to address each of these areas.
## Transition to Performance-Based Planning and Programming

Further develop performance management approach to transportation planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Appropriate UPWP work tasks could include working with local planning partners to identify how to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets. The MPOs might also explore the option to use scenario planning to develop their metropolitan transportation plan.

<table>
<thead>
<tr>
<th>Emphasis Area</th>
<th>Work Program Subtasks Addressing Emphasis Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transition to Performance-Based Planning and Programming</td>
<td>1.01 Community Outreach – Performance measures are reported for the department through the Progress North Texas state-of-the-region annual report.</td>
</tr>
<tr>
<td></td>
<td>1.01 Transportation and Air Quality Education and Engagement – It is important to receive feedback from the customers served to ensure overall effectiveness and audience interests. Outcomes from Google analytics, social media statistics, and direct participant participation at events help refine and shape future endeavors.</td>
</tr>
<tr>
<td></td>
<td>2.01 Travel Forecasting Support – Data collection programs and modeling activities are ongoing to benchmark travel behavior of users, including several transportation system usage statistics.</td>
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<td></td>
<td>2.02 Transportation Data Management – Performance data such as traffic counts, travel times, transit ridership, and gasoline consumption, are organized and archived for use in reporting.</td>
</tr>
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<td></td>
<td>3.01 Transportation Project Programming – Many system and project performance factors such as level of service and cost/benefit calculations are considered in selecting projects and programs. Project tracking activities have increased substantially, which will be an integral part of the performance management approach. Performance measures adopted by the Regional Transportation Council and activities underway in order to reach those targets are documented in the Transportation Improvement Program.</td>
</tr>
<tr>
<td></td>
<td>3.02 Regional Air Quality Planning – In order to make sound emission-reduction control strategy decisions, it is critical to have accurate fundamental building blocks that go into those decisions. Successful transportation conformity determinations are a primary performance measure to ensure the region’s short- and long-range planning are consistent with air quality goals. In addition, analyzing a variety of emission, vehicle, and activity trends that are direct output from many of the tools utilized in traditional air quality planning, helps to ensure quality transportation information for application into other efforts.</td>
</tr>
<tr>
<td></td>
<td>3.03 Air Quality Management and Operations — Performance measures are heavily relied upon to make decisions regarding the selection and implementation of air quality improvement projects to meet three elements: successful transportation conformity determination, State Implementation Plan support, and ultimately, regional compliance to the Environmental Protection Agency’s National Ambient Air Quality Standards as measured by the regional ozone design value. Examples include number of entities adopting regional policies and/or participating in regional collaborative efforts, number of technology improvements implemented and resulting emissions reductions, and emissions reductions attributed to efforts to enforce existing strategies.</td>
</tr>
<tr>
<td></td>
<td>3.03 Air Quality Management and Operations – It is important to verify information provided by a performing party to ensure grant-funded activities are used in accordance with the performing party agreement. Field inspections of sub-grantees will be conducted by staff to verify various grant requirements. Outcomes from documenting retired vehicles/equipment, inspecting replacement vehicle/equipment purchases, verifying construction completion, recording digital images for documentation purposes, and reviewing sub-grantee records along with risk assessment will help refine the field inspection process.</td>
</tr>
<tr>
<td>Emphasis Area</td>
<td>Work Program Subtasks Addressing Emphasis Area</td>
</tr>
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<td>---------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td><strong>3.05 Transit Operations</strong> – Performance measures are included in project management and program oversight for federal formula and discretionary funds for public transportation. Measures for both operations and capital grants are used in the decision-making process to maximize program outcomes with available funding.</td>
<td></td>
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<tr>
<td><strong>4.01 Metropolitan Transportation Plan</strong> – Performance measures such as level-of-service analysis and congestion assessments are outputs of the current planning processes and are documented throughout the Metropolitan Transportation Plan. Staff is implementing rules related to performance measures and targets required by FAST Act. NCTCOG has coordinated with TxDOT to establish measures and targets appropriate for the regional transportation system. NCTCOG is also working with FHWA to implement elements of the Sustainable Highways Initiative to incorporate performance measures into the metropolitan transportation planning process. This work focuses on the development of sustainable performance measures for the region’s transportation system. With completion of the new long-range transportation plan, Mobility 2045, sustainable performance measures and supplemental measures will be incorporated to allow for the tracking of the region’s transportation system performance.</td>
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<td><strong>5.01 Regional Transportation Studies</strong> – Through new federal legislation and guidance to MAP-21, the Corridor Studies/Environmental Study Support element will continue to be a performance-driven, and outcome-based program providing support in the development of corridor studies throughout the region. Performance measures such as report of daily volumes, peak-hour volumes, level of service, vehicle miles traveled, ridership totals, boarding and alighting figures, and other travel model data for ongoing corridor studies are evaluated for MTP recommendations and inclusion.</td>
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<td><strong>5.01 Regional Passenger Rail Innovative Finance Initiative</strong> – This initiative incorporates various performance measures to determine optimum funding and financing strategies for regional passenger rail corridors.</td>
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<td><strong>5.01 Regional People Mover Initiative</strong> – This initiative examines the feasibility of using light-duty passenger rail technology to connect various land uses within mixed-use developments. Performance measures are utilized extensively to determine optimum alignment and operational conditions for these important “last mile” connections.</td>
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<tr>
<td><strong>5.01 High-Speed Rail</strong> – NCTCOG staff utilizes performance measures extensively in this effort as a partner to TxDOT and private-sector teams examining high- and higher-speed rail alternatives within the Dallas-Fort Worth region. Performance measures are a critical component for the alignment, operation and transportation system connectivity analyses.</td>
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<td><strong>5.02 Subarea Studies and Local Government Assistance</strong> – Through guidance from FAST Act legislation, this subtask provides an evaluation of multimodal transportation needs within a specific geographic area or along an arterial or transit corridor. These projects are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives. The anticipated performance-based products of this subtask can include:</td>
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<td>• Travel demand modeling for study alternatives and alignment analysis.</td>
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<td>• Report of daily volumes, peak-hour volumes, level of service, vehicle miles traveled, ridership totals, boarding and alighting figures, the collection and transmittal of travel model networks, and performance report model outputs.</td>
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<td>• Identification of recommendations and incorporation of said recommendations in the next Metropolitan Transportation Plan.</td>
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<td>Work Program Subtasks Addressing Emphasis Area</td>
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<td>5.03 Land-Use/Transportation Initiatives – The Sustainable Development livability program is developing performance measures that look at the impact of program investments from three calls for projects that have occurred since 2001. Staff is tracking the number of infrastructure and planning projects funded and completed through the program and their impact, along with the number of projects within one-half mile from a transit station to evaluate the impact of transit-oriented development (TOD) funding. Additionally, efforts continue to measure the success of bicycle and pedestrian modes of alternative transportation and to determine any commuting patterns that may exist. Staff monitors the volume of trips, directional and time-of-day information for various locations in Dallas-Fort Worth in order to better evaluate facility use and other patterns within the region. A network of regionally significant bicycle and pedestrian corridors, and their nearby access to development are important quality-of-life components to sustainable development and effective mixed-use development. Daily counts of bicycle and pedestrian users are conducted in various locations in Dallas-Fort Worth in order to better evaluate facility use and other regional patterns.</td>
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<td>5.04 Transportation Asset Management – This program focuses on maximizing the current system and capacity, and the use of strategic investments in the transportation system to extend its operating life. Doing so can help preserve limited resources. Observed and planning performance measures are used to determine when to preserve, upgrade, or replace existing transportation assets. These performance dimensions include traffic volumes, infrastructure conditions, traffic control devices, geometric design elements, safety, land use and congestion.</td>
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<td>5.05 Congestion Management Planning and Operations – NCTCOG’s congestion management process, in place since 1994, relies heavily on various performance measures as the primary mechanisms for assessing levels of congestion and recommended strategies for alleviating congestion. Both observed and planning performance measures are utilized to score and rank corridors for inclusion in the Congestion Management Process. The evaluation is based on four categories including alternative roadway infrastructure, modal options, system demand, and system reliability. NCTCOG staff prepares an annual report for Travel Demand Management programs based on observed data collected by NCTCOG and partner agencies; this includes the Vanpool Program and the Regional Trip Reduction Program. Observed data is also collected and utilized to report performance measures for the Regional Traffic Signal Retiming Program.</td>
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<td>5.06 Regional Freight Planning – Regional freight planning efforts assess 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. The analysis also includes gathering performance measures useful in monitoring changes in the freight system over time. These tasks will include continued coordination with private-sector partners in the trucking, rail, and freight forwarding businesses. The RTC adopted targets for freight system reliability measures and will monitor progress towards meeting those targets.</td>
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<td>5.08 Railroad Crossing Coordination – Railroad crossing coordination efforts collect and tabulate railroad crossing safety and performance measures regarding the regional railroad banking program, including a closed-crossing tracking system and a database to collect credits for railroad crossing closure projects. This effort also uses performance measures to identify target areas for railroad safety education efforts.</td>
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I. Introduction

Regional Models of Cooperation

Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination Across Transit Agency, MPO and State Boundaries.

To improve the effectiveness of transportation decision making, State DOTs, MPOs, and providers of public transportation are encouraged to think beyond traditional borders and adopt a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination by State DOTs, MPOs, providers of public transportation, and rural planning organizations (RPO) can reduce project delivery times and enhance the efficient use of resources, particularly in urbanized areas that are served by multiple MPOs. The MPOs can revisit their metropolitan area planning agreements to ensure that there are effective processes for cross-jurisdictional communication among State DOTs, MPOs, and providers of public transportation to improve collaboration, policy implementation, technology use, and performance management. State DOTs and MPOs can explore the opportunity to partner with RPOs to conduct transportation planning in nonmetropolitan areas.

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<th>Emphasis Area</th>
<th>Work Program Subtasks Addressing Emphasis Area</th>
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<tr>
<td>5.08</td>
<td>Transportation Safety Planning – An annual report of observed safety data including crash data, Traffic Incident Management Program data, and Mobility Assistance Patrol Program data for the Dallas-Fort Worth region is developed.</td>
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<td>1.01</td>
<td>Community Outreach – Staff coordinates with transportation providers and surrounding regions to develop joint communications opportunities to improve information provided to the public.</td>
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<td>1.01</td>
<td>Transportation and Air Quality Education and Engagement – NCTCOG’s Clean Cities program coordinates with other regional Clean Cities programs, and communications occur between the region’s general public awareness program, Air North Texas, and other State and regional air quality awareness campaigns to ensure consistency.</td>
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<tr>
<td>2.01</td>
<td>Travel Forecasting Support – NCTCOG develops analytical tools that cover the entire Metropolitan Planning Area and that provide an environment for technical cooperation and coordination among various entities in the region. These analytical tools include the regional travel model, and regional data collection and travel surveys.</td>
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<td>2.02</td>
<td>Transportation Data Management – A data repository is provided and maintained for standardized transportation-related data. These services require cooperation and standardization among agencies and entities in the region. NCTCOG also provides dissemination tools to the general public for the stored data including websites and technical services.</td>
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<td>2.03</td>
<td>Demographic Data and Forecasts – Demographic forecasts are developed for the entire region. This is a continuous project that involves virtually all local government entities for the exchange and standardization of land use, housing, household, and employment data. NCTCOG also leads the effort for coordination with the Census Bureau regarding the 2020 Census Participant Statistical Areas Program (PSAP) that supports the Decennial Census and subsequent American Community Surveys in the region. This project also facilitates and coordinates exchanges of information among government entities in the region.</td>
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<td>3.01</td>
<td>Transportation Project Programming – Periodic coordination with other metropolitan planning organizations regarding their processes, procedures, and new developments in transportation project programming improves regional, state, and national efforts.</td>
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<td>3.02</td>
<td>Regional Air Quality Planning – NCTCOG staff actively participates in the Statewide Technical Working Group for Mobile Sources. With inclusion of Hood County into the Ozone Advance Program, NCTCOG continues quarterly discussions with regional cities, counties, and other areas, including all of the Environmental Protection Agency’s Region 6 (the five States of Arkansas, Louisiana, Oklahoma, New Mexico, and Texas).</td>
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<td>3.03</td>
<td>Air Quality Management and Operations – Staff coordinates with other NCTCOG Transportation program areas and Agency Administration, and communications occur between staff to ensure performing parties and activities are appropriately identified for field inspections.</td>
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| **3.03** Air Quality Management and Operations – The following programs highlight coordination and cooperation across various boundaries: | Management and Operations Emissions Enforcement – Efforts continue for local law enforcement and the Houston and Austin areas, for both training and access to NCTCOG databases containing statewide information.  
Diesel Inspection and Maintenance – Coordination with Austin and Houston areas, in addition to the Department of Public Safety and TxDOT, to ensure efforts meet all needs. Multi-state and international communications are occurring.  
Freight Efficiency and SmartWay Efforts – Coordinating with the trucking industry to reduce emissions, which affects a large region. Much of the affected truck traffic is long-haul; encouraging other agencies throughout EPA regions 6 and 7 to become engaged in promoting SmartWay strategies.  
Electric Vehicles North Texas – Carrying NCTCOG local efforts to those that comprise the Texas Triangle (Dallas, Fort Worth, Austin, San Antonio, and Houston) for broader implementation.  
Engine Off North Texas/Anti-Idling Efforts – Coordinating statewide conference calls with partner agencies across the state on two topics: improving outreach to enhance effectiveness of anti-idling efforts, and evaluating technical information related to idling.  
Alternative Fuel Corridors – In conjunction with work as DFW Clean Cities, coordinating with fellow Clean Cities coalitions, Councils of Governments, and the Texas Department of Transportation to develop consensus around submittal of a network of roadways under Section 1413 of the FAST Act.  
Volkswagen Settlement – Networking, communicating, and assisting regional partners to take advantage of funds made available by the Texas Commission on Environmental Quality. |
| **3.05** Public Transportation Planning and Management Studies – Coordination is a high priority for public transportation within the NCTCOG region and across boundaries. Focusing on seamless public transportation services, planners facilitate partnerships and support scalable, region-wide programs for travel training, public information about transit options, and best practices for transit operations. | | **5.03** Land-Use/Transportation Initiatives – Staff participates in bicycle and pedestrian planning peer exchanges in other states to provide information about various funding programs and NCTCOG initiatives. |
| **5.06** Regional Freight Planning – NCTCOG staff serves as a technical advisor and supporter to the Texas Department of Transportation for the Texas Statewide Freight Plan. NCTCOG staff also closely coordinates with the Association of Texas Metropolitan Planning Organizations regarding freight topics germane to freight movement within Texas. | | **Ladders of Opportunity**  
*Access to Essential Services*  
State DOTs, MPOs, and providers of public transportation, as part of the transportation planning process, are encouraged to identify transportation connectivity gaps in accessing essential services. | **1.01** Transportation and Air Quality Education and Engagement – Efforts are made to inform the region of solutions for addressing caps in transportation system connectivity, with continued focus on traditionally underserved populations. Different forms of translation, media type, and format will be utilized. Results will be tied back to performance evaluation to determine effectiveness and future directions.  
**2.01** Travel Forecasting Support – Analytical tools and data collection programs are designed to forecast ridership and roadway facilities demand. The transit travel survey of 2020 will capture a comprehensive picture of transit usage in the region. Non-motorized travel is programmed to be added to the regional travel model. Analytical tools for environmental justice analysis are created for planning applications. |
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| Essential services include employment, health care, schools/education, and recreation. Suggested UPWP work tasks include developing and implementing analytical methods to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Other effective work tasks could include: evaluating the effectiveness of public participation plans for engaging transportation disadvantaged communities in the transportation decision making process; updating the Section 5310 Coordinated Human Service Public Transportation Plans; assessing the safety and condition of pedestrian and bicycle facilities; and evaluating compliance with Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical, and transit facilities. | 3.01 Transportation Project Programming – NCTCOG has used criteria to boost opportunities via project selection for many years. For example, project selection criteria often include filling in service gaps, implementing projects in traditionally underserved communities, etc.  
3.02 Regional Air Quality Planning – National Ambient Air Quality Standards are set for pollutants considered harmful to public health and the environment. They are intended to protect the health of asthmatics, children, and the elderly. NCTCOG will continue to utilize actual emissions data collected from the robust monitoring network existing in North Central Texas. This information will be monitored in analyzing spatially (where) and temporally (when) emissions, peaks, trends, locally generated, or transported, to name a few. NCTCOG will also continue to assist with new ground-level monitor expansion, keeping in mind elements such as traffic patterns, terrain, meteorological conditions, and low-income residencies.  
3.03 Air Quality Management and Operations – Efforts will be made to perform field inspections on performing parties and consultants to ensure activities meet agreements. This effort helps to ensure performing parties and consultants are working to meet the ongoing transportation needs of the public.  
3.03 Air Quality Management and Operations – Staff will continue to refine performance measures and the data utilized to help identify traditionally underserved populations and their connections to essential services and programs such as rural transit, alternative transportation modes, and availability of financial incentives. GIS-based analysis is used to identify gaps in networks of emissions-reducing activities such as deployment of electric vehicle supply equipment and electrified truck parking. NCTCOG will look toward opportunities where the existing transportation system can be enhanced to minimize exposure to harmful pollutants, such as near schools, truck stops, hospitals, low-income residencies, high-volume truck activities, and others.  
3.04 Public Transportation Planning and Management Studies – The Regional Public Transportation Coordination Plan specifically concentrates on access to essential services throughout the region and identifies strategies to address service gaps. This planning process also informs funding decisions for public transportation and pinpoints areas where additional coordination could increase access to services for underserved populations.  
4.04 Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities – During the development of each long-range transportation plan, NCTCOG conducts an analysis of the impacts of the roadway and transit recommendations on the region’s population as part of a comprehensive environmental justice analysis. These measures indicate whether there are disproportionate impacts to traditionally underserved populations, such as low-income and minority groups. Among these measures is access to special generators, including universities, hospitals, and regional shopping centers. To date, no disparate impacts to protected populations have been identified through this analysis.  
5.03 Land-Use/Transportation Initiatives – The Transit-Oriented Development program uses data collection and various evaluation techniques of sidewalk and bicycle infrastructure to identify connectivity gaps between more than 70 active rail stations in the DFW region and various nodes of employment and housing. |
Key Highway and Transit Planning Issues

The Metropolitan Planning Organization has the continued responsibility of preparing and maintaining the federal planning requirements including: the Metropolitan Transportation Plan, Congestion Management Process, Transportation Improvement Program, the Public Participation Plan, and the Unified Planning Work Program. Combined with travel forecasting, information systems, and air quality planning, these areas represent core planning functions of the MPO. The FY2020 and FY2021 UPWP addresses many interrelated multimodal transportation issues aimed at facilitating the implementation of transportation projects and programs to reduce congestion and improve mobility and air quality and are highlighted below.

The Metropolitan Transportation Plan

Mobility 2045: The Metropolitan Transportation Plan for North Central Texas was approved by the RTC in June 2018. The focus for FY2020 and FY2021 will be the implementation of Mobility 2045, while continuing to coordinate with federal, State, and local transportation providers. As the region, State, and country continue the struggle to adequately fund needed transportation improvements, planners and policymakers will focus on innovative ways to finance projects and opportunities to make strategic improvements to the existing transportation system to allow them to function more effectively and to provide targeted capacity improvements where necessary.

Transportation Funding Initiatives, Partnership Programs, and Innovative Financing Strategies

Lack of available funding to meet critical regional transportation needs remains a significant issue. NCTCOG will identify opportunities for increased revenue for the implementation of transportation improvements that result in enhanced regional mobility. One example is working with the region’s transportation providers to implement transportation financing tools authorized by the Texas Legislature.
Advancing the Regional Transportation Council’s partnership programs with transportation providers and local governments will be pursued, including various Calls for Projects in conjunction with funding available from federal legislation and available revenue from the innovative financing tools authorized by the Legislature.

**Transportation System Operation**

Commuter traffic is a major concern of area travelers. Increasing traffic congestion and the resulting vehicle emissions are major problems in the region. Faced with growing travel demand and limited resources, planners and policymakers are utilizing strategies intended to lead to improved operation of the system and reduced travel demand. Although major capital investments are needed to meet the growing travel demand, operational management and travel demand reduction strategies (such as encouraging carpools and vanpools and working with regional employee trip reduction coordinators) complement major capital recommendations. The results are a more efficient and effective transportation system, increased mobility and leveraging of resources.

**Data Collection and Enhanced Travel Models**

Travel-related data and models are building blocks in NCTCOG’s metropolitan planning process. The data and models provide analytical capability to objectively analyze different project plans and create consistent and meaningful information about future plans. The information provides insights for the planning process, which leads to creating consensus and a sense of future among decision makers. During Fiscal Years 2020 and 2021, the emphasis on data collection and improvements to the travel model will continue. The data collection initiatives include the following:

- Transit travel survey
- Toll road user survey
- Various types of traffic counts
- Toll road and managed lane data
- Transit ridership data

Model improvements will be made as a result of these data collection efforts.
Expedited Project Delivery

As regional roadway and freight/passenger rail projects continue to increase in complexity, scope, and impacts, the MPO has expanded its involvement to help improve project delivery in the region. In FY2020 and FY2021, NCTCOG will continue providing technical assistance for local, regional, State, and federal partners to expedite the environmental clearance and implementation of major transportation projects, particularly those that deal with multiple transportation modes concurrently.

Coordination of Transportation and Environmental Planning Processes

Environmental stewardship in transportation is a key emphasis of the FAST Act and is reflected through NCTCOG’s efforts to improve coordination between the long-range transportation planning and conservation planning processes. These efforts are intended to achieve benefits by incorporating environmental and community values into transportation decisions early in the planning process and identify strategies to carry these considerations through project development, design, construction, and operations. By reviewing potential environmental impacts earlier in the transportation planning process, NCTCOG can promote a more efficient decision-making process that minimizes duplication of effort, promotes environmental stewardship, and reduces delays in project implementation. In FY2020 and FY2021, NCTCOG will consult with resource agencies and stakeholders to identify key environmental issues (related to both the natural and built environs), identify mitigation strategies for transportation impacts and build partnerships with external entities aimed at environmental stewardship.

Bicycle and Pedestrian Planning

The Bicycle and Pedestrian Program provides technical assistance for the development of bicycle and pedestrian plans and facilities to local governments throughout the Dallas-Fort Worth Metropolitan Area. The program will provide safety and education outreach materials to the public and interested parties and assist with data and mapping. The Regional Veloweb and other maps included in the
Metropolitan Transportation Plan will be maintained and updated. In addition, a comprehensive, regionwide approach for planning and implementing additional bicycle and pedestrian facilities across the region will be used to guide local governments in future planning efforts.

Transit Planning and Implementation

Public transportation is no longer just considered traditional rail and bus modes. Today’s commuting trends include High Intensity Bus, meaning higher levels of service with a guaranteed travel time, as well as people movers, intercity bus, transportation network companies and emerging modes under the umbrella concept of mobility as a service. Planning in this area is ongoing and will continue in FY2020 and FY2021 to ensure that technology is part of the solution in how public transportation is implemented in Dallas-Fort Worth.

Transportation Asset Management

Transportation facilities throughout the region will experience increasing deterioration over time due to usage, age, damage from accidents, and changes in various environmental conditions. With limited dollars available for system expansion and reconstruction, limitation on available right-of-way, and growing concerns regarding the environmental mitigation of major transportation improvements, this emphasis area of Transportation Asset Management will focus on identifying strategies to extend the operational life of transportation facilities by promoting the use of strategic maintenance, repair, sustainability, and expansion in transportation corridors. While it is anticipated that substantial costs savings can be achieved or costs deferred, the complexity of this approach will require a high degree of cooperation among the region’s transportation partners.

Regional Freight Planning

Dallas-Fort Worth is the largest metropolitan area of the United States without direct access to a seaport. As a result, a much greater burden is placed on the rail, trucking, and aviation modes
for the shipment of commodities to, from, and through the area. NCTCOG has developed Freight North Texas, a document that outlines the current state of freight activities and provides a starting point for comprehensive freight planning. This emphasis area will build on previous work to address the impact of truck traffic, rail freight, and other freight movement issues in and throughout the region.

Safety and Security in the Transportation Planning Process

Safety and security of the transportation system is a national priority and an emphasis of the FAST Act. Data collection, analysis, training, education, and enforcement are key aspects of improving transportation system safety and security. The FY2020 and FY2021 UPWP includes activities intended to reduce injuries and fatalities, improve overall system security and reduce incident clearance times on freeways and tollways.

Management and Operations

Since the RTC began funding of Management and Operations initiatives in 1999, the Metropolitan Planning Organization’s role in this area has continued to expand. These projects address the need for reducing traffic congestion and improving air quality, while focusing on using existing resources more efficiently to address regional transportation needs. A continued emphasis of NCTCOG staff in FY2020 and FY2021 will be on the implementation of the Management and Operations initiatives.

High-Speed Rail and Hyperloop

As metropolitan regions in Texas continue to grow and highways between regions become increasingly congested, alternative modes of transportation will be needed to facilitate the movement of people and goods around the State. Planning efforts for technology such as high-speed rail and hyperloop (a rail car transported in a vacuum tube system) are underway both within Dallas-Fort Worth and to other regions and will continue in FY2020 and FY2021.
Unmanned Aircraft Systems

The use of Unmanned Aircraft Systems (UAS) is growing both for commercial and recreational purposes. There is great potential for UAS to provide services such as package delivery, bridge and pavement inspections, and personal mobility, and NCTCOG will work to assist in integration of UAS into existing airspace. An additional focus will be on planning to reduce reckless use of UAS that could create a safety concern. The UAS Safety and Integration Task Force will assist NCTCOG staff in this area during FY2020 and FY2021.

Automated Vehicle Technology

There is a substantial level of interest in automated vehicles and the potential impacts of this technology on the transportation system. Activities in FY2020 and FY2021 will plan for the arrival of these vehicles, focusing on the implications of automated vehicles on travel demand, land use, and congestion. Planning tools, including travel forecasting models, will need to account for these vehicles in the system. Automated vehicles are also being discussed in the context of freight, transit, and people mover/shuttle systems.

Military-Community Planning

A major economic generator in the Dallas-Fort Worth region is military and defense spending, anchored by Naval Air Station (NAS) Fort Worth Joint Reserve Base (JRB), but also includes several Texas Military Department installations and ancillary facilities. The US Department of Defense funds compatible use efforts with the goals of helping communities grow in a way that preserves the military mission while also enhancing quality of life for surrounding communities that may be impacted by the military installations. The Regional Coordination Committee is a group of elected and appointed officials around NAS Fort Worth JRB that meet regularly to discuss compatible use efforts. During FY2020 and FY2021, work will continue to administer the Regional Coordination Committee and implement recommendations from a recent study of military installations in the region.
Funding and Technical Assistance Policies

As part of the FY2020 and FY2021 UPWP approval process, the RTC and the NCTCOG Executive Board reaffirmed the policies shown in Exhibit I-8 to guide the allocation of transportation planning funds.

MPO Staff Organization

To conduct this comprehensive, multimodal transportation and air quality planning process, the NCTCOG Transportation Department, serving as the staff of the MPO, is organized into functional areas as shown in Exhibit I-9. Each of these functional areas is assigned staff in areas of expertise, skill, and specialization to best facilitate its needs. Program Managers oversee the activities in these areas and serve as the principal points of contact with the public, local governments, and transportation agencies.
I. Introduction

EXHIBIT I-8
UNIFIED PLANNING WORK PROGRAM POLICIES

➢ The emphasis of the Unified Planning Work Program is on planning activities. Projects that require preliminary engineering or design services are not eligible for UPWP Transportation Planning Funds. Such projects should be funded through the Transportation Improvement Program process.

➢ Twenty-five percent of Federal Transit Administration Section 5303 Planning Funds will be reserved for transit planning and management studies with the funds distributed to the Eastern and Western Sub-regions based on the formula used for the annual sub-allocation of Transit Formula (5307) Program funds.

➢ The Texas Department of Transportation (TxDOT) will assist NCTCOG in funding activities related to the preparation of travel forecasts to support TxDOT freeway and high occupancy vehicle lane studies.

➢ The North Texas Tollway Authority will assist NCTCOG in funding activities related to the preparation of travel forecasts to support NTTA feasibility studies.

➢ The transportation authorities will assist NCTCOG in funding activities related to the preparation of travel forecasts to support rail and high occupancy vehicle lane studies.

➢ Assistance in Transportation Subarea Studies, Comprehensive/Thoroughfare Planning, Local Technical Assistance, and TransCAD Support will represent approximately 20 percent of the Unified Planning Work Program. Priority will be given to these subtasks identified in the UPWP.

➢ NCTCOG assistance to local governments in Thoroughfare Planning will be limited to providing travel forecasts to determine facility sizing and lane warrants, in Comprehensive Planning to providing travel forecasts and technical support, in Bicycle/Pedestrian Planning to providing technical guidance on plan and facility development, and in Travel Model Support (TransCAD) to providing model input data and application support. Local governments will be responsible for consultant assistance funding.

➢ For projects not specified in the UPWP, the requesting entity may be asked to assist in project funding. Scheduling of the planning study is contingent on NCTCOG staff availability. Reprioritization of tasks for that entity using existing commitments in the UPWP is feasible. Work will not be done at the expense of other commitments in the UPWP.

➢ Entities with consultants requesting work from NCTCOG must follow the same policy as above. Consultants working for an entity need the approval of that entity prior to NCTCOG providing assistance. Consultants shall not commit NCTCOG services without NCTCOG’s prior approval.

➢ Requests by nongovernmental entities will be conducted at full cost upon approval from the impacted local government and permitting staff availability.

➢ In the event that a requested planning study is similar to a previous study conducted by NCTCOG, the participating entity may be asked to provide financial support for the project.

➢ Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program, Regional Toll Revenue, and RTC Local funds may be used by NCTCOG to augment Unified Planning Work Program funds.
### EXHIBIT I-9

**NCTCOG TRANSPORTATION FUNCTIONAL AREAS**

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<th>Area</th>
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<tr>
<td>Air Quality Technical Planning and Analysis</td>
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<td>Automated Vehicle Program</td>
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<td>Aviation</td>
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<td>Bicycle/Pedestrian Planning</td>
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<td>Clean Fleet Improvements and Energy</td>
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<td>Congestion Management</td>
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<td>Data Management</td>
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<td>Fiscal Management</td>
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<td>Freight Planning</td>
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<td>Innovative Project Delivery</td>
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<td>Legal Services</td>
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<td>Metropolitan Transportation Plan</td>
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<td>Program Administration</td>
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<td>Public Involvement and Government Relations</td>
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<td>Roadway Corridor and Subarea Studies</td>
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<td>Safety</td>
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<td>Streamlined Project Delivery</td>
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<td>Transit Operations</td>
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<td>Transit-Oriented Development</td>
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<td>Transit Planning</td>
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<td>Transportation Outreach and Education</td>
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<td>Transportation Project Programming</td>
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<td>Travel Model Development</td>
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II. Task 1 – Administration and Management

A. Objective

Coordination, communication, and management tasks essential to maintaining the planning process are included in Administration and Management. The preparation and circulation of information relevant to regional transportation policy are major components of this task. Current legislation, the Fixing America’s Surface Transportation (FAST) Act, places emphasis on public involvement in the metropolitan transportation planning process, including the Metropolitan Transportation Plan and Transportation Improvement Program development, which is addressed in this Work Program area. Appendix G contains the Public Participation Plan, which includes a summary of ongoing public outreach activities, many of which are funded through this task, as are the outreach efforts to ensure compliance with Title VI of the 1964 Civil Rights Act.

Publication of Regional Mobility Initiatives, an educational report series begun in Fiscal Year (FY) 1996 aimed at informing the public about the ongoing transportation planning activities and air quality programs of the Metropolitan Planning Organization (MPO), is anticipated to continue in FY2020 and FY2021, as is the publication of Progress North Texas, the department’s annual state-of-the-region report. Various other public information documents are also published under this Work Program task. Activities also include efforts to market and promote the various transportation and air quality improvement programs and engage the region, as well as development and maintenance of Web resources for efficient dissemination of electronic information.

Development and maintenance of the Unified Planning Work Program (UPWP) and annual reports documenting Metropolitan Planning Organization work performance and project expenditures, as
well as support to the Regional Transportation Council (RTC), the North Central Texas Council of Governments’ (NCTCOG) Executive Board, and associated technical committees are also components of this task.

Overall direction of planning activities is included in this task, together with necessary grant administration functions, including personnel management and training, purchasing, risk assessment, contract development, auditing, and internal legal services. Also included is management of computer resources and computer hardware requests necessary for transportation planning at the local level, as well as coordination activities related to the use of Geographic Information System technologies and aerial photography to support planning efforts. Management of the University Partnership Program, which draws upon the State’s academic institutions to assist MPO staff in addressing transportation and air quality planning initiatives in North Central Texas, is also included in this Work Program task.

Although not a requirement in the Unified Planning Work Program, management and operations projects that are being managed or carried out by MPO staff are included in the document in addition to planning activities. These projects are included in order to provide a more complete inventory of staff activities. These implementation projects or programs are aimed at reducing congestion and improving air quality in the Dallas-Fort Worth Metropolitan Area. Included in Task 1 are staff activities to coordinate, administer, and oversee these transportation and air quality initiatives.

B. Expected Products

Products from this task are those items needed to conduct the day-to-day operations of the North Central Texas Council of Governments’ Transportation Department in facilitating a continuous, cooperative, and comprehensive regional transportation planning process for the Dallas-Fort Worth Metropolitan Area. Committee meetings, correspondence, progress reports, financial summaries,
agreements, publications, and the various documentation needed to support this process are included in this task. Specific products are included in the subtask descriptions.

C. Previous Work

Routine Work Efforts – During FY2018 and FY2019, daily operations of the Transportation Department of NCTCOG were supported by efforts within the areas of public outreach, program administration and office management, grant and contract management, internal legal services, and computer systems management. These efforts will carry on throughout FY2020 and FY2021. Staff supported monthly policy and technical committee meetings, which included the provision of notices, agendas, minutes and supporting materials, as well as responding to requests for additional information as needed. Policy and technical committees, along with other transportation partners, were also kept updated on federal and State legislative initiatives and priorities relevant to Metropolitan Planning Organization functions, and NCTCOG staff continued to serve as a liaison to legislative and congressional offices requesting information.

Communication and outreach efforts continued to inform and involve the public, including over 25 public meetings, three on-line input opportunities, more than 40 community events, an active presence on four social media platforms, regular publications and proactive media outreach efforts to more than 200 reporters at local media outlets. Departmental Web applications and resources on the Internet and Intranet were created, maintained, and modernized, including a migration to a new content management platform.

Legal staff reviewed numerous agreements, Executive Board items related to MPO activities, and procurement materials for legal sufficiency and compliance with federal and State requirements. Required risk assessment processes were refined. The memorandum of understanding between the Texas Department of Transportation (TxDOT), the North Central Texas Council of Governments
(NCTCOG), the Regional Transportation Council (RTC), public transportation operators, and other transportation authorities was updated, certifying that the transportation planning process continues to address the responsibilities of the Metropolitan Planning Organization. In addition, NCTCOG, the RTC, and TxDOT executed a new six-year agreement related to the roles and responsibilities between the MPO policy committee (RTC), the MPO (NCTCOG), and the MPO fiscal agent (NCTCOG). This agreement is the conduit for TxDOT to provide transportation planning funds to NCTCOG. Work also continued on the development of the Local Government Corporation for the Dallas-Fort Worth High-Speed Passenger Technology Core Express Service project.

Seven sets of amendments to the FY2018 and FY2019 Unified Planning Work Program were processed, as well as corresponding annual reports. Accounting support for transportation projects and the department’s annual budget preparation and monitoring was also provided. Staff served on the Texas Metropolitan Planning Organization (TEMPO) Executive Committee and attended regular TEMPO meetings. Major activities included completion of the update to the TxDOT Category 2 funding formula and advancing performance-based planning initiatives.

Efforts to maintain, protect and enhance computer resources such as computer deployment, software installations and updates, and inventory documentation, supported the entire department. Technical assistance with Geographic Information System (GIS) data analysis and mapping was provided, and an Enterprise GIS was created for current and future integration and use of GIS. Aerial photography was processed and distributed by NCTCOG’s Research and Information Services Department and made available internally to all NCTCOG departments and delivered to each TxDOT District within the Metropolitan Planning Area boundary.
D. Subtasks

1.01 Community Outreach

This annual Work Program subtask will be conducted in FY2020 and FY2021 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; Internet/Intranet outreach and support improvements; and public education campaigns and services to support transportation and air quality programs/policies.

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;
- Enhanced multimedia and social media presence;
- Communications through email services on transportation planning projects as well as other projects supported through the UPWP;
- 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;
- Communications pieces that explain the transportation planning process and opportunities to provide input;
- 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.
Other Funding Sources

NCTCOG local funds will be utilized to support activities that are not eligible for federal reimbursement. Such items may include:

- Meal expenses;
- Travel expenses; and
- Special meetings with state or federal elected officials.

Internet/Intranet Outreach and Support

Transportation Planning Funds

This element is ongoing throughout both FY2020 and FY2021, providing technical support for regional committees, public information and participation efforts and the transportation planning process. This includes the ongoing creation, maintenance and modernization of Web resources presented externally and internally on the Internet/Intranet sites. Anticipated products include:

- Website assessment and improvement of visual architecture, accessibility, and usability;
- Website edits, updates and maintenance;
- Website content development, including articles, public information resources and program area updates;
- Websites and applications available on the most common browsers and an improving mobile experience;
- Web pages and applications audited and reviewed for internal standards/branding and security (QA/QC);
- Web page performance reports, including analytic assistance;
- Web application development and support;
- Standards for search engine optimization;
- Software upgrades, including evaluation and migration of web assets and content to new Kentico content management platform;
- Microsoft ERP: CRM and SharePoint Online D365 development/administration; and
- Internal training opportunities.
Transportation and Air Quality Education and Engagement

Other Funding Sources

The North Central Texas Council of Governments (NCTCOG) will continue to implement strategic communications efforts to educate and inform the region on transportation- and air quality-related issues, including improvement strategies, funding opportunities, training initiatives, and new programs/policies. Major efforts will focus on transportation and air quality education and engagement programs, and Clean Vehicle Technologies Programs. This work element will be supported though Congestion Mitigation and Air Quality Improvement Program funds, US Department of Energy funds, Transportation Development Credits, and other funding sources. Paid media will be utilized when needed. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Regional air quality and transportation campaigns (including Air North Texas and other efforts that support transportation and air quality improvement strategies) utilizing communication strategies including, but not limited to, website/web pages, paid education campaigns, social and electronic media, videos, photography, email and blog updates, air pollution alerts, flyers, brochures, and outreach and associated displays;
- Integrated campaign resources for use by local governments, the business community, education institutions, and other stakeholders/interested parties;
- Communication services for local governments, as well as other NCTCOG Transportation Department programs/campaigns;
- Procurement, inventory, and distribution of educational items;
- Performance measure strategies and analytics for transportation and air quality communication initiatives;
- Purchase of electronic equipment, devices (e.g., counters, outreach wheels), online services, and computers for the purpose of outreach, technical guidance, photography and video production;
- Regional growth of overall efforts through regular meetings and conference calls with the Air North Texas Coalition, stakeholder groups, and other partners including state, federal, and local interest groups about the campaign and other air quality education initiatives;
- New partner recruitment for transportation and air quality campaigns; and
- Partner recognition for work on programs, such as Air North Texas.

1.02 Program and Policy Administration

Management and administrative activities conducted by the MPO staff support operations of the NCTCOG Transportation Department and implementation of all projects. Activities such as development, monitoring, and coordination of the Unified Planning Work Program and necessary modifications; preparation of the Annual Performance and Expenditure Report; personnel and recruitment support; risk assessment; process development; committee support; legal review of agreements and policies; provision of furniture and consumable supplies for staff; and general office management are included in a cost allocation plan. Costs are allocated to all projects, including projects funded with Transportation Planning funds and other funding sources. These costs are included in the funding summaries for each Task. Program administration efforts described below
include activities that may be excluded from the cost allocation plan and charged directly to the funding sources identified.

Program Administration

Transportation Planning Funds

This subtask includes management and administrative activities that directly support the NCTCOG Transportation Department’s role as the Metropolitan Planning Organization and fulfillment of responsibilities outlined in regulations governing the administration of Federal Highway Administration Transportation Planning Funds. This subtask is ongoing throughout Fiscal Years 2020 and 2021, and includes participation in and support for the Association of Metropolitan Planning Organizations (AMPO), the Texas Metropolitan Planning Organization (TEMPO), and the Transportation Research Board (TRB). Additionally, this subtask includes oversight and coordination of the NCTCOG University Partnership Program. Consultant assistance may be utilized to assist with this subtask. Anticipated products include:

- NCTCOG representation at AMPO and TEMPO meetings;
- NCTCOG participation in the TRB annual meeting and other conferences and professional development opportunities;
- Hosting and provision of training opportunities for local government, transportation providers, and planning agency staff;
- Appropriate office accommodations for staff and guests, including provision of consumable supplies, furniture, and leasehold improvements;
- Project topics for participation in the University Partnership Program;
- Assistance to the Texas Transportation Commission, as requested;
- Participation on and support for special task forces; and
- Identification of regional transportation focus areas for incorporation into NCTCOG’s Strategic Plan to aid in addressing critical needs in the region; and
- Eligible and accurate billings within identified budgets.

Other Funding Sources

NCTCOG local and Regional Transportation Council Local funds will be utilized to support activities in Program Administration that may not be eligible for federal reimbursement. Such items may include, but are not limited to:

- Small stipend and travel expenses for a minority student and supporting professor to attend annual TRB meeting to represent work conducted on behalf of NCTCOG under the TRB Minority Student Fellowship Program partnership;
- Meal expenses;
- Individual staff memberships in professional organizations;
- Service awards;
- Travel expenses for foreign applicants;
- Legal and application filing fees for foreign employees;
- Audio/video expenses (i.e., equipment, maintenance, and video/web hosting services) in the Transportation Council Room;
- Office furniture; and
- Other special projects.
Disadvantaged Business Enterprise Program Enhancements

Other Funding Sources

This element will be ongoing throughout both FY2020 and FY2021, focusing on enhancements of resources and compliance mechanisms related to the Disadvantaged Business Enterprise (DBE) Program. This effort will be geared toward outreach to the vendor community to raise awareness of the DBE program and development of new partnerships with regional and State certification agencies. Surface Transportation Block Grant Program funds supported by Transportation Development Credits will be used for this effort. Anticipated products include:

- Education, outreach, events, and workshops with potential bidders/consultants;
- Website content updates, including traditional and new media tutorials for potential bidders/consultants;
- Collaboration and new partnerships with regional and State DBE certification agencies, such as the North Central Texas Regional Certification Agency.

Regional Transportation Council Policy/Project Coordination

Other Funding Sources

This element will be ongoing for FY2020 and FY2021, providing contract management and legal support. Among the activities is staff legal assistance relative to coordination for Regional Transportation Council policies and projects; evaluation, development, and negotiation of legal instruments and mechanisms to implement metropolitan planning organization programs and initiatives; and enhancement of legal review system and tracking mechanisms for information sharing and decision making. Work activities will be supported through Surface Transportation Block Grant Program funds and Transportation Development Credits. Anticipated products include:

- Assistance to the Texas Department of Transportation, as requested;
- Participation on and support for special task forces;
- Identification of federal and State laws to support policy decisions;
- Identification of institutional mechanisms to implement policies and projects;
- Executed contracts and/or agreements and amendments; and
- New and/or improved tracking mechanisms for information sharing and decision making.

1.03 Fiscal Management and Information Systems

The North Central Texas Council of Governments staff continues to support diverse programs, providing opportunity to facilitate projects with unique and innovative funding methodologies. This subtask includes work activities and strategies to enable effective fiscal coordination and streamlined accounting. Some fiscal management and information systems activities, such as accounting support for Transportation projects; enhancement of procedures; development of financial management tools; compilation, assessment, and coordination of the NCTCOG Transportation Department annual budget; and financial assessment, monitoring, and reporting, are included in a cost allocation plan. These costs are included in the funding summaries for each Task. The fiscal-related activities described below may be excluded from the cost allocation plan and charged directly to the funding sources identified.
Local Funding Commitments

Other Funding Sources

During FY2020 and FY2021 NCTCOG local, Regional Transportation Council Local, and other local funds will be utilized to support certain fiscal processes and fulfill financial commitments. Such items may include:

- Local match to support TxDOT Direct State Costs for State-administered projects; and
- Other costs to supplement project implementation.

Fiscal Information Systems

Other Funding Sources

An extensive information system is utilized for overseeing the transportation fiscal management activities. This information system is constantly being expanded and improved upon to meet ever-evolving project management and reporting needs, including the following:

- Tracking grant and project management activities;
- Providing information for better and more consistent project management; and
- Generating reports for policy officials, members of the public, partners and consultants, and agencies providing funding for projects.

This element is ongoing through FY2020, and will specifically focus on modernizing and streamlining the current fiscal management information, transitioning from an Access-based interface to a web-based interface. Additionally, other codes will be updated to improve the efficiency and reliability of the system. Surface Transportation Block Grant Program funds, supported by Transportation Development Credits, will be used for this effort. Anticipated products include:

- Web-based fiscal forms for NCTCOG staff.

Innovative Transportation Financing Strategies

Other Funding Sources

Ongoing throughout FY2020 and FY2021, activities under this work program element explore innovative transportation financing and funding strategies as authorized by State and federal law. Innovative funding tools allow for enhanced flexibility in meeting critical transportation needs. The Regional Transportation Council, in partnership with transportation providers in the Dallas-Fort Worth area, is pursuing many of these strategies including the use of innovative public and private partnerships, State Infrastructure Bank loans, Transportation Infrastructure Financing and Innovation Act loans, tax increment financing, transportation reinvestment zones, and value capture mechanisms through municipal land-use authority. In addition, staff will explore the institutional structures, partnerships, and agreements necessary to leverage these innovative financing and funding tools in the Dallas-Fort Worth region. Lastly, staff will continue to monitor and track existing and proposed innovative financing partnerships and funding. Regional Toll Revenue funds will support work activities. Anticipated products include:

- Innovative finance policies and strategies;
• Assessments of State and federal legal authority; and
• Presentations and informational materials.

1.04 Computer System Applications and Data Management

The overall goal of this subtask is to provide NCTCOG staff with the tools and technical support needed to complete work tasks in an efficient and timely manner. Computer resource management activities are conducted by the MPO staff in support operations of the NCTCOG Transportation Department and implementation of all projects. Activities such as planning for, monitoring, and coordinating computer and software replacements and upgrades, as well as various audio/video, computer and computer-related staff support and system maintenance functions are included in a cost allocation plan. Costs are allocated to all projects, including projects funded with Transportation Planning Funds and other funding sources. These costs are included in the funding summaries for each Task. Efforts described below include activities that may be excluded from the cost allocation plan and charged directly to the funding sources identified.

Computer Resource Management and Equipment Purchases

Transportation Planning Funds

This subtask is ongoing throughout FY2020 and FY2021, and includes the purchase or lease of computer equipment such as Voice-Over-Internet Protocol phones, software and associated maintenance/support, licenses, and application subscriptions to support NCTCOG department staff in the fulfillment of their job responsibilities. It includes computer software and hardware purchases or leases. NCTCOG continues with the production of travel forecasts using the enhanced TransCAD model in a desktop computer/file and network server environment internal to the agency. Additional computer hardware and software will be required to support department staff in the fulfillment of their responsibilities. This includes, but is not limited to, such items as computers, printers/scanners, and monitors, as well as user licenses in various software, including TransCAD. A list of equipment and software purchases/leases anticipated to be obtained during the time period of this Work Program, including the identified funding sources, is provided as Exhibit VIII-3 in Chapter VIII, Overview of Work Program Funding. Equipment and software purchases over $5,000 per unit that are being obtained with Transportation Planning Funds require prior State and federal approval. Consultant assistance may be pursued to assist with this task. Anticipated products include:

- Replacement of computers that are out of warranty;
- Voice-Over-Internet Protocol phone devices;
- Software licenses;
- New and upgraded software and associated maintenance/support;
- Application subscriptions; and
- Other Associated equipment necessary to support activities; and
- Software ordered.

Other Funding Sources

Regional Transportation Council Local funds will be utilized to purchase or lease computer systems and related equipment/hardware or software that may not be eligible for federal reimbursement. Such items may include, but are not limited to:
• Desktop, portable and tablet computers (i.e., replacement of computers that are out of warranty and new computers to support staff needs); and
• Monitors/televisions and accessories;
• Printers and scanners;
• Voice-Over-Internet-Protocol phone devices; and
• Associated accessories.

Database and Geographic Information Systems Management

Transportation Planning Funds

This element is ongoing throughout both FY2020 and FY2021 among efforts to inventory, develop, maintain, consolidate, and optimize the numerous internal and external data sources, hardware/software tools, and various computer or web-based applications critical for the comprehensive processing of NCTCOG transportation projects, programs, and stakeholder services. This includes the management, coordination, and more effective utilization of Geographic Information System (GIS) technologies, due not just to the spatial references tied to most databases relevant to transportation-related activities and effects, but also to their potential for increased visualization, communication, and performance tracking opportunities. This work will support the establishment of seamless multi-disciplinary linkages, improved productivity and analysis capabilities, expanded venues for public/agency interaction and consumption, and enhanced inter-relationships in identifying, tracking, and reporting on transportation needs, impacts, and outcomes. These objectives will be accomplished through extensive investigations, collaboration, training, and technical development among Transportation Department program areas, other NCTCOG departments, and external partnering agencies.

Resulting databases and applications will integrate the following information, including but not limited to:

• Transportation Improvement Program (TIP) projects and programs;
• Metropolitan Transportation Plan (MTP) projects and programs;
• Multi-modal transportation networks and attributes (roadway, rail, bicycle/pedestrian, etc.);
• Infrastructure support systems/operations networks and attributes;
• NCTCOG Travel Demand Model attributes and outputs;
• National Environmental Policy Act (NEPA) effects and constraints;
• Safety, security, and sustainability qualities;
• Demographic and environmental justice properties; and
• GIS features and outputs.

Anticipated products include:

• Multi-variate databases and application tools, including GIS datasets and maps;
• GIS and database management training;
• Technical templates, manuals, and protocols for data coding, storage, manipulation, linkages, and visualization;
• Data collection, quality control/assurance processes, and analysis services;
• Open-source and/or web-based information sharing; and
• Performance measure/target tracking and reporting.
Regional Digital Aerial Imagery

Other Funding Sources

During FY2021, this project will obtain high-resolution color digital imagery for areas of North Central Texas. The aerial photography and Light Detection and Ranging (LiDAR) imagery obtained will be high-resolution and geocoded with high-accuracy Global Positioning System coordinates (latitude, longitude, and elevation). The digital imagery will align with industry-accepted procedures and standards, and image accuracy will be ensured through ground control and surface integration. The resulting imagery will be used for a wide variety of planning purposes, including improvements to travel demand modeling, corridor alignment planning and engineering analysis (including for the Regional Outer Loop), outer loop planning, watershed hydrology modeling, environmental support, and population/employment change tracking for changes in population/employment, land uses, and impervious surface cover. This work will be supported through Surface Transportation Block Grant Program, Texas Department of Transportation, and local funds. Anticipated products include:

- Digital aerial imagery for use in a wide variety of planning purposes.
### E. Funding Summary

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\(^1\) Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 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.
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III. Task 2 – Transportation Data Development and Maintenance

A. Objective

The objective of this task is to produce analytical tools to support transportation planning, air quality conformity, congestion management, and transportation project studies, and to provide technical assistance to local governments for demographic and travel forecasting. The activities in this task also intend to make the analytical tools available to wider groups of potential users such as the general public and other local entities.

Analytical tools include forecasting models and the compilation of data from different sources. These data sources are associated to a wide variety of aspects that include transportation demand, infrastructure, land use, population, and employment, among others. The tasks performed include development of simulation tools used in forecasting and the dissemination of results and data. The results from forecast models are used in the decision-making process associated to current and future investments. These models are built based on the data sources and are sensitive to the planning policies under consideration.

The data sources cover a wide range of system and user data. The system data has two components: 1) data collected about usage of the transportation system such as traffic counts, delay, congestion, location of signals, transit boarding, high-occupancy vehicles (HOVs), travel time, and truck volumes and 2) geographically referenced information such as physical and political boundaries, roadway network, census data, and aerial photography. The user data encompasses items that are associated with the demand for the existing transportation system which are often obtained through interviews and surveys. These surveys intend to capture trip characteristics data such as travel pattern of the residents, mode of travel in the region, time of travel, travel demand for businesses, and truck demand by establishment type. The data inventory for both of these components is a major part of this task.
There are two major sets of forecasting models as part of this task. The first set corresponds to transportation models that encompass the majority of the modeling activities which are mainly associated to long-range planning, but that can also be useful in some short-range planning practices, detailed analysis and operational studies.

The second set of models is those related to the demographic forecasting process. The main output of these models is the geographically referenced demographic forecast that is used in long-range planning and air quality conformity. These models can also provide intermediate and short-range demographic data for staging the long-range plan and for the determination of air quality emission budgets.

Other activities in this task also cover the maintenance, training, dissemination of data and model products for application by specific analyses that include programming, website creation, and database implementation; the required management and maintenance of these products is also considered.

B. Expected Products

The products of this task include a set of computer application programs, training material, databases, reports, and websites that enable the NCTCOG staff, member agencies, local governments, consultants and the general public to review transportation studies. To provide meaningful information for the public, the websites are designed to be intuitive and simple to use, allowing access to large and detailed datasets. Specific products from each subtask are provided in the following descriptions.
C. Previous Work

Routine Work Efforts – The collection and preparation of data, development of analysis tools, tool and program training, and database maintenance are ongoing activities in Task 2. These efforts will continue in FY2020 and FY2021. The regional travel demand model served as a resource for numerous activities conducted by staff and by partner agencies, including the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program, and transit agency planning, among others. The model was maintained operationally, and technical support was provided for users. Maintenance and technical support of databases for performance measures, traffic counts and speed data continued. The newly updated NCTCOG website was used to deliver this data to local partners and the public. Geographic Information System-based roadway and transit networks were developed and maintained for forecasting purposes in air quality analysis, the MTP, and corridor studies. Demographic and land-use data was generated by NCTCOG and reviewed by local governments. Notable elements and surveys for Transportation Data Development and Maintenance are listed in the table below.

Non-Routine Work Efforts – The status of significant or one-time work efforts contained in Task 2 is provided in the table below:

<table>
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<tr>
<th>PROJECT</th>
<th>ACCOMPLISHMENTS TO DATE</th>
<th>REASON FOR CARRYOVER TO FY2020</th>
<th>ANTICIPATED COMPLETION</th>
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<tr>
<td>Alternative Transit Ridership Models</td>
<td>Data preparation and model development are in progress.</td>
<td>Scope of the project was revised, and funding source changed.</td>
<td>FY2020</td>
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<tr>
<td>Documentation of the Model Needs and Development Process</td>
<td>Validation document completed.</td>
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<tr>
<td>Development of a Regional Dynamic Traffic Assignment Model</td>
<td>Initial coordination and scoping of the project.</td>
<td>Multi-year project. Limited staff resources.</td>
<td>FY2022</td>
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<td>Household Travel Survey</td>
<td>Data collection and clean up completed.</td>
<td>Multi-year project. Additional time needed to re-expand and analyze data.</td>
<td>FY2020</td>
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<tr>
<td>Transit Travel Survey</td>
<td>Initial coordination with transit agencies has occurred. Project work scope is in development.</td>
<td>Multi-year project</td>
<td>FY2021</td>
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</table>
### D. Subtasks

#### 2.01 Travel Forecasting Support

The purpose of this subtask is to provide analytical tools for travel forecasting within the Metropolitan Planning Area (MPA). The regional travel model includes Hill County in addition to the 12 countries that comprise the MPA due to the fact that the southern split of IH 35 is located within the boundary of this county and because of the impact that this facility has on transportation planning within the MPA. The forecasting tool set includes various arrays of data, mathematical models, computer programs, and information system products. These tools are used in essential functions of the Metropolitan Planning Organization. These functions include the long-range metropolitan transportation plan, transportation improvement program, congestion management process, safety and security program, air quality conformity analysis, roadway and transit alternative analyses, subarea studies, thoroughfare planning, environmental statements, and technical assistance to local public agencies. This subtask is closely complemented by subtasks 2.02 and 2.03, which are related to data management and demographic forecasting, respectively. The components of this subtask are described below.

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<tr>
<th>PROJECT</th>
<th>ACCOMPLISHMENTS TO DATE</th>
<th>REASON FOR CARRYOVER TO FY2020</th>
<th>ANTICIPATED COMPLETION</th>
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<td>External Travel Survey</td>
<td>Databases created; survey results have been incorporated into the next generation travel model.</td>
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<td>N/A</td>
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<td>Toll Road User Survey</td>
<td>Coordination with transportation agencies is continuing.</td>
<td>Redefinition of project work scope</td>
<td>FY2022</td>
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<tr>
<td>Transit Fare Box Data Analysis</td>
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<td>DART no longer wishes to proceed with the project.</td>
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<td>Data-supported Transportation Operations and Planning Center Partnership (Note: funding source is local funds)</td>
<td>Phases 1 and 2 of the University Partnership Program project on Travel Modeling in an Era of Connected and Automated Transportation Systems have been completed; Phase 3 is underway.</td>
<td>Multi-year project</td>
<td>FY2020</td>
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<tr>
<td>Participant Statistical Area Program</td>
<td>Coordination has occurred with local entities on the 2010 and 2020 Census boundaries. Census tract, Census block group, Census designed place, and Census county divisions have been developed for use in 2020.</td>
<td>Multi-year project; Census defined a follow-up validation period of January-March 2020.</td>
<td>FY2020</td>
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<tr>
<td>Next Generation Regional Travel Model</td>
<td>A preliminary version of the next generation regional travel demand model has been developed and is being refined and improved.</td>
<td>Multi-year project</td>
<td>FY2020</td>
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<tr>
<td>Demographic Forecasting Model</td>
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<td>Multi-year project</td>
<td>FY2020</td>
</tr>
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Dallas-Fort Worth Regional Travel Model for the Expanded Area

Transportation Planning Funds

This component covers activities related to the maintenance of the Dallas-Fort Worth Regional Travel Model for the Expanded Area (DFX). DFX is a collection of computer program software applications, training materials, and documents used by transportation analysts for planning the projects and policies in the region; this regional travel model was originally developed in 2009. With the release of the Next Generation Regional Travel Model in FY2020, DFX will not be the primary model used in the Dallas-Fort Worth region. DFX will be maintained and updated to support project work started in 2019 and earlier to maintain consistency in project analysis. The tasks related to DFX include software updates, version maintenance, file backup and archiving, and technical support. The technical support may include internal support to users within NCTCOG, responding to questions about DFX, and enabling member local governments or agencies to have access to DFX. The DFX maintenance and operations project is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Model software application and component programs;
- DFX version library;
- Model run archive database; and
- Technical support.

Next Generation of the Regional Travel Model

The next generation of the regional travel model (Next Generation RTM) for the Dallas-Fort Worth metropolitan area will be released in fiscal year 2020. The Next Generation RTM is a collection of computer program software applications, training materials, and documents used by transportation analysts for planning the projects and policies in the region. Development and maintenance of a regional travel model is a multiyear project with several subtasks that will incrementally complement each other to create a mature analytical tool. Two sources of funding will be used for the development of the Next Generation RTM. These components are explained in the following paragraphs.

Transportation Planning Funds

Core Activities of the Next Generation RTM – This component includes core activities related to the development of the Next Generation RTM. These include software component and application development, visualizations, required documentation, maintenance and updates, and management activities. These activities will continue through FY2020 and FY2021. Anticipated products include:

- Next Generation RTM software application; and
- Next Generation RTM user guide and model description.

Other Funding Sources

Supplemental Activities of the Next Generation RTM – These activities supplement the core products of the next generation RTM. These include preparation of the newly available data for recalibration and revalidation of the model components, enhancement of application software interface, development of hardware specifications, and streamlining the programs. These activities also include further documentation of the model outputs and reports. Any conceptual development of new sub-models or innovative work related to modeling also fall under this component. Surface
Transportation Block Grant Program and local funds, as well as Transportation Development Credits, will be utilized to support work efforts. Anticipated products during FY2020 and FY2021 include:

- Next Generation RTM calibration report; and
- Next Generation RTM model output report.

**Regional Travel Model Application Support**

*Transportation Planning Funds*

This component covers activities related to the support for regional travel model application work, both internal and external of the agency. The tasks in this component are categorized in four perspectives. First, general model application support includes RTM planning application activities, technical support, and the model's functions clarification. Second, project-based model application support is related to certain projects that involve more comprehensive model application support, including analysis of the projects, modification of the RTM to satisfy the projects' requirements, and review of the new analytical tool based on the RTM. Third, general model trainings are provided to model users as scheduled and requested. The training topics can be model's usage, concept, and report. Fourth, coordination with model users that includes meeting with model users and collecting questions and feedback from model users. Regional travel model application support is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Coordination meetings; and
- Training sessions.

**Household Travel Survey**

*Other Funding Sources*

NCTCOG, in collaboration with the Texas Department of Transportation, has been a part of the National Household Travel Survey (NHTS) 2017 project, which was previously called NHTS 2016. NCTCOG staff will reweight the NHTS 2017 dataset to be consistent with the weighting of other household travel surveys in the NCTCOG region, analyze and summarize NHTS 2017, and participate in other activities related to NHTS. Surface Transportation Block Grant Program and local funds, as well as Transportation Development Credits, will be utilized to support work efforts. Anticipated products during FY2020 include:

- Documentation of the reweighting methodology; and
- Summary tables of NHTS 2017 analysis.

**Innovative Data Collection Method and Data Analytics**

*Other Funding Sources*

This component includes investigation of newly available data sources such as social media and big data for application in transportation planning. These emergent technologies may have a substantial effect on existing data collection and analytical tools. Surface Transportation Block Grant Program and local funds, as well as Transportation Development Credits, will be utilized to support work efforts. The anticipated products during FY2020 include:
• Reports of investigation findings.

Regional Dynamic Traffic Assignment Model

Other Funding Sources

Dynamic Traffic Assignment (DTA) represents a more realistic and accurate assignment method superior to the existing time-of-day static assignment. DTA captures the interaction between travelers’ route choices, traffic congestion, and time-dependent travel time in a temporally coherent manner. Specifically, DTA models aim to describe such time-varying network and demand interaction using a behaviorally sound approach. The theoretical foundations for a DTA will be laid out and its implementation will start using available commercial software in the industry. Consultant assistance may be utilized. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts. The regional DTA project will take place in FY2020 and FY2021. Anticipated products include:

• Scope of services for consultant;
• Implementation of a regional DTA model; and
• Calibration and validation report of the developed regional DTA model.

Development of Non-Motorized Trip Model

Other Funding Sources

This component’s main purpose is to develop a non-motorized trips module to represent the travel behavior of non-motorized trips in the RTM. The work related to this task include investigating the existing methods, coding the networks, restructuring the zones, systemizing bike and person counts, developing travel behavior models, developing software applications, and file system development, documentation, and training. Consultant assistance may be utilized. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts. The development of non-motorized trips model will take place in FY2020 and FY2021. Anticipated products include:

• Non-motorized trip model;
• Final report of the model; and
• User guide and model description.

Transit Travel Survey

Other Funding Sources

NCTCOG, in coordination with Dallas Area Rapid Transit, Denton County Transportation Authority, and Trinity Metro, will prepare for and conduct a regional transit onboard survey in FY2020 and FY2021. This project will include a survey of transit routes as identified by the three agencies. The resulting data will be heavily used in updating the next generation of the regional travel demand model. Consultant assistance will be utilized. Surface Transportation Block Grant Program funds, local funds, and Transportation Development Credits will be utilized to support work efforts. Anticipated products include:
- Scope of work for the regional transit onboard survey;
- Interagency agreements;
- Transit Travel Survey Final Report; and
- Transit Travel Survey Databases.

**Supplemental Transit Surveys**

**Other Funding Sources**

This project includes supplemental transit surveys which may be independent from the regional transit travel survey. Anticipated projects may include an automatic passenger count validation study for Trinity Metro and a license plate survey for Denton County Transportation Authority. Consultant assistance may be utilized. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts. Anticipated products during FY2020 and FY2021 include:

- Survey scope for each survey conducted; and
- Final project reports for each survey conducted.

**Improving Behavioral Estimation of Origin-Destination Matrix Estimation**

**Transportation Planning Funds**

Recent research through the University Partnership Program has developed a behavioral origin-destination matrix estimation (ODME) technique involving changes to trip productions/attractions and other planning model parameters. This technique has both theoretical advantages (better match between number of parameters and observations) and behavioral advantages (the OD matrix can still be interpreted in terms of trip distribution and mode choice). This project aims to further investigate this technique, including optimizing parameters and improving implementation for the NCTCOG network on both desktop and high-performance machines, and to explore parallel techniques, such as neural networks, for estimating the sensitivity information needed for this method. University assistance will continue to be utilized on this initiative. Anticipated products in FY2020 include:

- Mathematical framework for ODME estimation technique that combines trip distribution and trip assignment; and
- Implementation of high-performance computing of the model with parallel computing technique.

**Toll Road User Survey**

**Other Funding Sources**

In cooperation with the North Texas Tollway Authority, Texas Department of Transportation, and managed lane operators, NCTCOG will conduct a survey of toll and non-toll users in several corridors related to the socio-economic characteristics of the travelers and to their trip behavior, and their willingness to pay for use of the tolled facilities. This study will also be used in an evaluation of environmental justice related to building the tolled facilities. Final survey results are expected in FY2021. Consultant assistance will be utilized. Work efforts will be supported through Surface
Transportation Block Grant Program funds and Transportation Development Credits. Anticipated products during FY2020 and FY2021 include:

- Intermediate progress reports; and
- Toll road user travel database

**Sketch Planning Tool for Transit Ridership Estimation**

**Other Funding Sources**

This component is comprised of activities related to the development of a simple sketch model to estimate transit ridership. Estimations will be made using transit route characteristics, Census data, and on-board transit survey data. The goal of this project is to develop a simplified modeling tool which will help speed preliminary analysis as well as perform spot checks for validation of the regional travel model. The tool will ultimately be included in the development of a Geographic Information System (GIS) interface, for which university assistance will be utilized. Federal Transit Administration 5339 funds and Regional Transportation Council Local funds will be utilized to support efforts. This component will continue through FY2020 and FY2021 with anticipated products to include:

- Final project report; and
- Application software.

**Travel Model Network Development and Maintenance**

**Transportation Planning Funds**

Included in this element are the development and maintenance of geographic electronic roadway and transit network files used in travel demand modeling. Staff will monitor local and regional transportation improvements in order to develop and maintain a current-year network and various forecasted networks. Activities will be ongoing throughout FY2020 and FY2021. Anticipated products include:

- Current-year transportation network;
- Roadway and transit networks for the Metropolitan Transportation Plan and Air Quality Conformity analysis;
- Roadway and transit networks for specific roadway and transit corridor studies;
- Network Development and Maintenance Program that is administered to continually evaluate network quality control through the review of existing and proposed transportation networks; and
- GIS-based roadway and transit networks for use in roadway corridor, transit corridor, and thoroughfare studies and as a response to technical assistance requests.

**2.02 Transportation Data Development**

This subtask complements the analytical toolsets of Subtask 2.01 and provides data products for virtually all planning activities in the department. The components of this subtask are related to coordination with data providers, integration of data, dissemination of information in the form of services and websites, and analysis of data. Coordination with internal and external entities plays an important role in the efficiency of data products and activities; therefore, one component of this section focuses on this area of work.
Coordination with Data Providers

Transportation Planning Funds

The activities considered in this component focus on establishing communication and collaboration agreements with agencies and cities that regularly collect transportation performance data. The goal of these activities is to obtain the most recent and accurate data from these agencies so that it can be used in the transportation planning process. These data include, among others, the following items: traffic counts, transit ridership, travel times, speeds, lane occupancy, vehicle occupancy on special purpose lanes, airport movements, toll transactions, vehicle registrations, inventories, and vehicle miles traveled. This component also considers building consensus among stakeholders, participating in decision making and setting guidelines for the collection, integration, and analysis of transportation data. This component will be an ongoing activity in FY2020 and FY2021. Anticipated products include:

- Datasets from the Texas Department of Transportation (TxDOT), North Texas Tollway Authority (NTTA), Federal Highway Administration (FHWA), Dallas Area Rapid Transit (DART), Trinity Metro, Denton County Transportation Authority (DCTA), Dallas Fort Worth International Airport (DFWIA), and other agencies and cities;
- Database of contact information; and
- Agreements with agencies.

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; travel time data from HERE; and the ridership statistics, routes, and schedules compiled by regional transportation agencies. Consultant assistance will be utilized. This component will be an ongoing activity in FY2020 and FY2021. 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.

Dissemination of Data

Transportation Planning Funds

This element focuses on building graphic user interfaces that allow the public to generate reports, maps and summaries of assembled transportation data. Activities involve the development and maintenance of websites that allow users to see relevant and detailed data. Consultant assistance
will be utilized. This component will be an ongoing activity in FY2020 and FY2021. Anticipated products include:

- Web-based traffic count reporting;
- Website for speed and travel time data;
- Website for inventories of traffic control devices; and
- Website for transportation performance measures.

**Analysis of Data**

**Transportation Planning Funds**

This item refers to the support of staff and stakeholders for specific analyses of the integrated transportation data. Analyses of transportation data may be related to air quality, traffic accidents, vehicle detectors, travel times, historical transportation-related measures and gasoline consumption, and correlations with the Census and American Community Survey. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Summaries and reports;
- Performance charts; and
- Static and animated maps.

**Data-Supported Transportation Operations and Planning (D-STOP) in the Dallas-Fort Worth Area**

**Other Funding Sources**

Through the University Partnership Program, NCTCOG will participate in D-STOP research activities that focus on harnessing innovative technologies and data sources to develop architectures and systems for data collection and analysis. Some of these can be directly applied today in the operation or long-range planning of transportation systems and some will support next-generation methods for operations and planning. These methods will be useful for evaluating proposed solutions with a broad range of metrics (e.g., reflecting multimodal or equity issues), with greater accuracy and precision than before and for allocating scarce funding in a way that maximizes the potential for equitable economic growth. Regional Transportation Council Local funds will be utilized. Anticipated products include:

- Reports that provide guidance and methods for using data from emerging transportation technologies such as automated vehicles in modeling, forecasting and planning;
- Scenarios and probability ranges relating to emerging transportation technologies and business models (e.g., shared mobility) on key elements going into transportation modeling and planning;
- Reports and guidance on the nature and pace of the adoption of emerging transportation technologies and business practices;
- Analyses of consumer and market responses to emerging transportation technologies and business practices; and
- Analyses of the impact of emerging transportation technologies and business practices on infrastructure and vehicular elements relating to transportation.
2.03 Demographic Data and Forecasts

This subtask focuses on creating 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, development of a regional land use and demographic model, development of a regional demographic forecast, development of a large employer geographic database, development of auxiliary geographic databases, and the Participant Statistical Area Program (PSAP). Data acquisition and purchases may be needed for this subtask.

Inventory of Land Use and Demographic Data

Transportation Planning Funds

This inventory of land use and demographic data will be created through communications with local agencies and government entities. The collection of various datasets includes up-to-date city boundaries, land inventory, Census 2010 and American Community Survey databases, sub-county area employment estimates, and technical support. Ongoing throughout FY2020 and FY2021, anticipated products include:

- Geographic Information System Layer of updated city boundaries;
- An information system of the inventory of land-use data, based on uses such as residential, commercial, and industrial;
- Processed decennial US Census data and American Community Survey data;
- Small-area estimates of population and jobs by industry sector for sub-county areas like Census tracts; and
- Technical assistance in response to a variety of inquiries by phone or email.

Development of a Regional Land Use and Demographic Model

Transportation Planning Funds

Efforts will continue on the development of a new regional land-use and demographic forecast model. Activities include compilation of various data sources into estimation datasets, and the estimation, calibration, and validation of the forecasting model. The forecasts made by the model will be used by the regional travel model, as well as local transportation projects. Activities will be ongoing throughout FY2020 and FY2021. Anticipated products include:

- Model development report; and
- A set of programs and procedures for demographic forecasting.

Development of Regional Demographic Forecasts

Transportation Planning Funds

Regional demographic forecasts will be developed in consultation and coordination with local government agencies. Attention will be placed on the evaluation of possible methodologies for the demographic forecasting process. Specific demographic datasets may be generated for various
projects. This effort will support the regional demographic model. Activities will be ongoing throughout FY2020 and FY2021. Anticipated products include:

- Demographic forecast database for planning horizon; and
- Information system of consultation with local governments.

Development of a Large Employer Geographic Database

Transportation Planning Funds

This component includes development of a large employer geographic database. Large employers are defined based on number of employees and development size. This database will enhance quality control in local transportation projects and studies. When purchasing or evaluating new data sources, this database may also serve as a useful benchmark. Activities will be ongoing throughout FY2020 and FY2021. Anticipated products include:

- Information system of the large employers.

Development of Auxiliary Geographical Databases

Transportation Planning Funds

This component includes creation of auxiliary geographic databases. These databases are planned to be used in the regional travel demand model and will also be used in local transportation projects. Activities will be ongoing throughout FY2020 and FY2021. Anticipated products include:

- Database of K-12 schools (including private) and the service coverage;
- Database of colleges and post-K12 educational institutions, and training facilities; and
- Database of hospitals.

Participant Statistical Area Program

Transportation Planning Funds

As part of Census 2020 preparation, in 2019 NCTCOG led a coordination effort between local governments and member agencies to delineate boundaries of Census Tracts, Census Block Groups, Census County Divisions, and Census Designated Places statistical areas. In FY2020, NCTCOG will respond to the Census Bureau request for validation of these geographies. This project includes coordinating and assisting local governments and member agencies to provide additional information to support the defined statistical area boundaries. The work also includes use of GIS software to identify the high growth areas, high population areas, and employment centers and communicate back to the Census Bureau.

The coverage of this project is the 16-county area of NCTCOG. Four of these counties are outside the Metropolitan Planning Area boundary (MPA), but the adjacency of these counties to the MPA may bring these areas into the analysis of projects at or near the borders of the MPA. The addition of the four counties does not create a significant amount of work for Census geographical boundary delineation and inclusion of these four counties will make future analysis more consistent. This component will take place in FY2020. Anticipated products include:
• Census Tract Geography files for each member county to be used for Census 2020;
• Census Block Group Geography files for each member county to be used for Census 2020;
• Census County Divisions Geography files for each member county to be used for Census 2020; and
• Census Designated Place Geography files for each member county to be used for Census 2020.
### Task 2 Funding Summary

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\(^1\) Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 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.
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IV. Task 3 – Short-range Planning and Programming, and Air Quality and Transit Operations

A. Objective

The Metropolitan Planning Organization (MPO) continues to serve as a cooperative partner with the Texas Department of Transportation (TxDOT), local governments, North Texas Tollway Authority (NTTA), Collin County Toll Road Authority (CCTRA), and transportation providers to identify, evaluate, select, and prioritize transportation projects to be included in the Transportation Improvement Program (TIP). The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) staff will be involved in the creation, modification, monitoring and implementation of the TIP, as well as in funding initiatives in which Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds will be programmed. In addition, the MPO coordinates the selection of projects funded with Metro Corridor and Texas Mobility Funds, along with the proceeds of public-private toll projects (Regional Toll Revenue funds). An anticipated element will be the further refinement and monitoring of projects funded through these programs.

The Clean Air Act Amendments of 1990 and federal surface transportation legislation integrate transportation and air quality planning activities at local, state, and federal levels. Effective September 2019, the Environmental Protection Agency (EPA) reclassified 10 counties in North Central Texas from “moderate” to “serious” nonattainment for the pollutant ozone. When a reclassification occurs, a revised State Implementation Plan is developed and includes new motor vehicle emissions budgets. A favorable transportation conformity determination must be provided for implementation of transportation projects and programs utilizing federal funds two years following EPA approval of these budgets. Transportation Control Measures (TCMs) that are contained in the State Implementation Plan (SIP) must be evaluated for timeliness through transportation conformity. Monitoring and reporting systems will be employed to ensure air quality objectives are met. Programs
addressing the demand for mobility, the transportation supply, and the importance of new technology are included as part of a coordinated and comprehensive planning approach to the region’s air quality problem. In addition to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) support, funding from the Texas Commission on Environmental Quality (TCEQ) is also provided to support air quality planning.

In addition, a significant portion of the FY2020 and FY2021 UPWP is dedicated to providing continued support for planning associated with improving and expanding public transportation in the Dallas-Fort Worth area. These efforts include projects in support of Dallas Area Rapid Transit (DART), Trinity Metro, and the Denton County Transportation Authority (DCTA), as well as planning initiatives directed toward new transit services in the region.

Although not a requirement in the Unified Planning Work Program document, this Task also includes management and operations projects that are being carried out by MPO staff in addition to the planning activities. These projects are included in order to provide a more complete inventory of staff activities. Several of these implementation initiatives are aimed at helping the region reach attainment of the 8-hour ozone standards and are primarily funded through STBG and CMAQ funds authorized by the Regional Transportation Council. US Department of Energy, Environmental Protection Agency, the TCEQ, and local funds are also used in attainment initiatives. In addition to air quality initiatives, implementation activities funded primarily by the Federal Transit Administration to support enhanced transit service in the region are also included.

B. Expected Products

Products of Task 3, Short-range Planning and Programming, and Air Quality and Transit Operations are the result of ongoing transportation planning, air quality planning, and transportation improvement programming activities, such as the preparation of the Transportation Improvement...
I. Task 3 – Short-range Planning and Programming, and Air Quality and Transit Operations

Program, transportation conformity analysis and emission inventories, and support of various air quality improvement initiatives. Detailed products from the subtasks are included in each of the following subtask descriptions.

C. Previous Work

Routine Work Efforts – Activities in support of the Transportation Improvement Program (TIP); air quality planning and operations; the promotion of transportation and air quality programs; and transit planning and operations are ongoing and continued throughout FY2018 and FY2019. The 2019-2022 Transportation Improvement Program was completed in FY2018 and submitted to TxDOT for inclusion in the Statewide Transportation Improvement Program. Over 600 modifications were processed for the 2017-2020 and the 2019-2022 TIPs. The 2017-2018 CMAQ/STBG Funding Initiative was completed. The RTC approved $532 million in projects across several funding programs for this initiative during FY2018 and FY2019. Regional Toll Revenue projects continued to be monitored for implementation, and close-out information for completed projects was communicated to local agencies and TxDOT. Improvements to the transportation project information system continued.

NCTCOG staff completed the 2018 Transportation Conformity for Mobility 2045: The Metropolitan Transportation Plan for North Central Texas and the 2019-2020 Transportation Improvement Program. The Dallas-Fort Worth MOVES2014a-based Reasonable Further Progress on-road inventories and control strategy reductions for 2011, 2017, 2018, 2020, and 2021 for the State Implementation Plan revision for the 2008 National Ambient Air Quality Standard were completed, as well as the Dallas-Fort Worth Link-Based On-Road Emission Inventories with MOVES2014b for 2012 and 2020. Staff pursued grant opportunities and received funding to advance efforts to reduce mobile emissions around the region. NCTCOG also collaborated with North Texas SHARE to integrate alternative fuel vehicles into the agency cooperative purchasing website, and continued
activities as the DFW Clean Cities Coalition, a SmartWay partner, and Texas Clean Air Working Group stakeholder. Clean Construction Contract Language was integrated into the widely referenced Public Works Construction Standards North Central Texas, 5th Edition, which helps to ensure that the idea of air quality requirements in construction contracts is presented to local governments across the area. Staff continued to promote the enforcement by local governments of idling restrictions, and partnered with law enforcement, State and federal agencies, and other inspection/maintenance parties to enforce initiatives designed to specifically target vehicles producing excessive emissions and not in compliance with automobile emissions standards. Enhancements to the emissions enforcement database also continued. Bi-monthly meetings of the Air North Texas Coalition were hosted, and NCTCOG staff continued to design, procure, and implement educational campaigns related to transportation and air quality messages.

Planning and technical assistance was provided to public transportation providers, along with implementing strategies to reduce barriers to travel around the region, particularly for low-income workers and individuals with disabilities. NCTCOG staff provided guidance to subrecipients in response to new regulations and assisted them in revising policies, procedures, and plans based on the new regulations. An update to the regional public transportation coordination plan for North Central Texas, Access North Texas, was adopted in FY2018. This Plan identified over 100 strategies to address gaps in public transportation service and improve transportation options. Staff analyzed geographical data to identify boundaries between small transit providers’ urban and rural service areas, and provided planning assistance to five small transit providers. Activities were also initiated that encourage short- and long-term transit implementation planning for local governments. Federal Transit Administration grant oversight activities were conducted on behalf of subgrantees, including reimbursements for project implementation and summary reports for project compliance, identifying any needed corrective actions for subrecipients awarded funding.
Non-Routine Work Efforts – The status of significant or one-time work efforts contained in Task 3 is provided in the table below:

<table>
<thead>
<tr>
<th>PROJECT NAME</th>
<th>ACCOMPLISHMENTS TO DATE</th>
<th>REASON FOR CARRYOVER TO FY2020</th>
<th>COMPLETION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning for Access to Life-Essential Opportunities</td>
<td>University Partnership Program final report regarding transit access to life essential opportunities was completed.</td>
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D. Subtasks

3.01 Transportation Project Programming

The Dallas-Fort Worth Metropolitan Planning Organization (MPO) coordinates with the Texas Department of Transportation (TxDOT), transit providers, local governments, and other transportation partners to prioritize and select projects for inclusion in the Transportation Improvement Program (TIP). The Regional Transportation Council (RTC) and North Central Texas Council of Governments (NCTCOG) continue to monitor and implement projects in the TIP.

Transportation Improvement Program

Transportation Planning Funds

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding by federal, State, and local sources within the Dallas-Fort Worth area. Before transportation projects are selected and listed in the TIP, they are evaluated to ensure consistency with the current Metropolitan Transportation Plan and Air Quality Conformity Determination. These steps ensure that projects improve regional safety and mobility without detrimentally impacting air quality within the Dallas-Fort Worth area. In addition, the TIP has been analyzed to ensure that project listings are fiscally constrained to available resources, meaning that projects can only be included if federal, State, local or other funds are available to cover project costs. Every two years a new TIP document is developed to which updates are made on a quarterly basis.

As funds are made available, the Regional Transportation Council issues funding initiatives or calls for projects to local governments and transportation agencies. It is anticipated that new projects will be selected in the FY2020 and FY2021 timeframe using federal, State, and local funding. As new funding sources or additional funding allocations arise, staff will implement appropriate project selection processes. In addition, coordination will continue with the Texas Department of Transportation on the update of the region’s 10-Year Plan and inclusion of projects into the Unified Transportation Program.

MPO staff will also provide general assistance to implementing agencies, elected officials, and the public regarding funded transportation projects, including the development and implementation of transportation solutions. In addition, MPO staff will track and monitor projects to ensure timely completion. Anticipated products in FY2020 and FY2021 include:
• A financially constrained 2021-2024 TIP document in FY2020;
• Quarterly TIP modifications in alignment with the Statewide Transportation Improvement Program (STIP) revision cycles;
• Calls for projects and funding initiatives as funding becomes available; and
• A report to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and TxDOT that details the obligation of federal funds to individual projects at the end of each calendar year.

Regional Project Tracking, Monitoring, Assessment, and Software Development Project

Other Funding Sources

A series of improvements to the transportation project information system (TIP database) will continue. The goal of this project is to enable the tracking of projects by individual phase including the cost, funding, start date, and completion date of each project phase. This project was originally created in response to the federally mandated year of expenditure/total project cost requirements, as well as the increased complexity involved with funding, tracking, and monitoring transportation projects. Expansion of this data management system will reduce administrative project review time and increase the availability of timely project information. This project is funded with Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, and Transportation Development Credits. Anticipated products include work on the interactive, web-based interfaces noted below:

- Deployment of additional enhancements to the TIP modification editing interface expected in FY2020 and FY2021; and
- Deployment of updates to existing modules and additional modules including: TIP development, project status tracking, additional Geographic Information Systems (GIS) mapping tools, and obligations tracking; significant progress anticipated in FY2020 and FY2021.

Regional Toll Revenue Fund Management and Project Tracking Implementation

Other Funding Sources

Since 2007, MPO staff has tracked Regional Toll Revenue funds and projects, and efforts to monitor selected projects will continue. Regional Toll Revenue (RTR) funds will continue to support these activities. Anticipated products in FY2020 and FY2021 include:

- An up-to-date RTR-funded project list and account balances;
- Standard operating procedures to maintain data integrity;
- Coordination with TxDOT and NCTCOG Administration Department on RTR fund and expenditure discrepancies;
- Tracking the status of environmental clearance for RTR-funded projects;
- Quarterly submission of RTR project changes to TxDOT for inclusion in the Texas Transportation Commission (TTC) Minute Order for authorization; and
- Communication with local agencies to provide close-out information for completed RTR-funded projects.
3.02 Regional Air Quality Planning

Since 1991, the North Central Texas region has been in nonattainment for the National Ambient Air Quality Standard (NAAQS) for ozone. As a result of this designation, federal and state procedures are required in order for projects identified in multimodal transportation plans to proceed to implementation. In response, a variety of air quality planning occurs to ensure these requirements are met.

**Regional Greenhouse Gas Emission Inventory Program**

**Transportation Planning Funds**

A regional Greenhouse Gas (GHG) emissions inventory will be initiated by NCTCOG staff in FY2021 to understand the sources and sectors contributing to regional GHG emissions. GHG inventories provide regions an opportunity to understand the GHG profile to adequately determine appropriate reduction actions and allow the region to set regional GHG emission goals, enable cities who have their own inventories to compare themselves against a regional inventory, and provide a framework upon which to evaluate, analyze and prioritize GHG reduction actions. This inventory will consist of utilizing Greenhouse Gas emissions management software. Anticipated products in FY2021 include:

- Purchase of the GHG emissions management software with support for 24 months;
- Understanding of the GHG emissions management software; and
- Test runs of the GHG emissions management software.

**Other Funding Sources**

Utilizing local funds, in FY2021 staff will identify and gather data towards the development of a regional GHG emissions inventory. Activities will include the identification of primary sectors that contribute to GHG emissions at the regional level, inputting data into the Greenhouse Gas emissions management software, and analyzing model output results. Anticipated products include:

- Data from emissions sources; and
- Report of quality assurance/control of results.

**Air Quality Planning**

**Transportation Planning Funds**

The Dallas-Fort Worth State Implementation Plan (SIP) is a legal and federally enforceable plan mandated by the Clean Air Act (CAA). This plan identifies how nonattainment areas will reduce emissions from stationary, area, and mobile sources to demonstrate attainment and/or maintenance of air quality standards. In nonattainment areas, the CAA mandates federally funded and regionally
significant transportation activities must conform to the SIP. Under this requirement, the Regional Transportation Council, the transportation policy body for the Metropolitan Planning Organization, is required to make an initial local-level transportation conformity determination on the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) before submitting recommendations to the US Department of Transportation for independent review and a final federal-level conformity determination. The conformity determination is a method to ensure federal funding and federal approval is given to transportation projects, programs, and policies consistent with regional air quality goals. In addition, many other transportation planning efforts occur throughout the year that ensure successful conformity determinations. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Development, analysis, and monitoring of elements contained in and required of the SIP, as necessary, to meet air quality requirements;
- Assistance with addressing specific data and technical requests;
- Tracking and responding accordingly to statewide and national rules and guidance affecting the nonattainment area and surrounding counties, such as the eight-hour NAAQS for ozone and other primary or secondary pollutants;
- Annual report of pollutant levels at monitoring stations located throughout the region;
- A successful regional air quality conformity analysis incorporating new or updated projects proposed for inclusion in the MTP and TIP;
- Assistance with a comprehensive multipollutant emission inventory;
- Monitoring of the timely implementation of Transportation Control Measures;
- Monitoring, collection, and update of Mobile Source Emission Reduction Strategies commitments for annual reporting requirements of emission reductions projects;
- Guidance, rules, and proposals that incorporate NCTCOG direction/expertise and/or experience related to NAAQS and mobile-source issues;
- Evaluation of technical models used in regional air quality planning, with feedback to agency developing the model(s) and, as appropriate, creation of in-house applications to successfully run models;
- Presentations for workshops, technical committees, student chapters, and training sessions; and
- Update of the NCTCOG website with the latest air quality information.

**Emission Inventories and Technical Studies**

**Other Funding Sources**

Emission inventories estimate emission amounts from specific sources within a specified area and time interval. Transportation emission budgets used in transportation conformities are developed based upon emission inventories used in development of the SIP and the impact of control measures included within that SIP. Emissions are greatly impacted by regionally specific data, so updated regional inventories analysis is necessary to better predict future-case emission impacts from control strategies, vehicle miles traveled, vehicle activity from outside the nonattainment area, and evaporative emissions. This work element will be supported through Texas Commission on Environmental Quality funds, and is ongoing throughout FY2020 and FY2021. Anticipated products include:

- A variety of emission inventories for federal, state, or local requirements; and
- Mobile source technical analysis performed to enhance state of the practice.
Teleworking and Telelearning: The Next Generation

Transportation Planning Funds

University Partnership Program assistance will be utilized in teleworking and telelearning activities that focus on identifying locations within the region where computer and internet resources are limited, understanding if such resources limit travel flexibility, and recommending solutions. The idea of teleworking is not new. In the early 1990s, this concept was a vital tool in the solutions toolbox to reduce vehicle emissions and improve air quality. Over the past few decades, companies moved away from this option. Today’s widespread access to internet services and improvements in equipment made teleworking more viable. Talk of 5G and other communication upgrades offers increased hope that more people will work and learn from home. Unfortunately, many small communities and households in urban areas report that they do not have internet access or a computer. This element is ongoing throughout FY2021, and anticipated products include:

- Report that identifies locations in the Dallas-Fort Worth region with limited computer and internet resources;
- Surveys of area needs, issues, and roadblocks for addition and/or improvement of teleworking and/or telelearning capabilities;
- Data on potential resources to better equip areas for teleworking and/or telelearning; and
- Recommended solutions to ensure implementation of needed tools for an area to successfully participate in tele-activities.

3.03 Air Quality Management and Operations

The purpose of this subtask is to identify, design, implement, and promote voluntary local strategies to reduce transportation-related emissions and air quality impacts. Emphasis is placed on achieving reductions in ozone precursor emissions to achieve compliance with federal ozone standards but works to comprehensively reduce emissions of other air pollutants. Strategies range from initiatives related to vehicle fleets, consumer-facing initiatives, and local government policies. In all areas, NCTCOG works collaboratively with other stakeholders and peer organizations who are implementing emission-reducing activities, including the Texas Clean Air Working Group. NCTCOG also carries out responsibilities of the Department of Energy (DOE)-designated Dallas-Fort Worth Clean Cities coalition.

Fleet & Commercial Strategies

Other Funding Sources

Vehicle fleets and commercial vehicle activity, especially older heavy-duty diesel vehicles, are a major source of air pollution. NCTCOG carries out strategies focused on reducing emissions from these vehicles by encouraging retirement of older “legacy” vehicles, improving efficiency of vehicles, and encouraging use of cleaner, lower-emitting technologies and fuels. Through this work, NCTCOG also performs work associated with being an Affiliate of the EPA SmartWay Transport Program and engages with the freight truck industry through the Saving Money and Reducing Truck Emissions Program. Additional efforts are focused on
reducing air pollution through efficiency improvements in other institutional operations for both governments and businesses, such as building efficiencies, which will become more important as developments in electric vehicle technologies, such as vehicle-to-grid projects, result in more integration of the transportation and built environment sectors.

Demonstration programs investigate methods to reduce fuel use and emissions not only through emissions testing, but also through activity and behavior modifications. Typically, these programs seek to demonstrate the benefit and feasibility of potential or conceptual measures for greater implementation. Projects may include both light-duty and heavy-duty vehicles of multiple fuel types, non-road equipment, and energy conservation techniques.

This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, Department of Energy funds, Environmental Protection Agency funds, Texas Commission on Environmental Quality funds, Regional Transportation Council Local funds, other local funds, Transportation Development Credits, and private funding sources. Consultant assistance may be used. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Competitive grant applications to seek additional funds to facilitate Calls for Projects (CFPs) and technology implementation efforts;
- Grant awards or other financial assistance for, and implementation of, technology projects that reduce emissions from fleet and commercial vehicles, including vehicle or equipment repair, replacement, repower, retrofit, idle reduction technologies, refueling infrastructure, or other emissions reduction technologies;
- Participation in a study comparing the maintenance costs between heavy-duty diesel and natural gas goods movement vehicles;
- On-site visits and monitoring of funding recipients to ensure grant compliance, reporting and project fulfillment;
- Reports on funded grant activities and outcomes related to various pilot programs or demonstration projects and technology improvement programs;
- Communications regarding funding and incentive programs available for fleets and commercial vehicles;
- Fleet evaluation and technical assistance to assist in identifying potential technology improvements and related financial assistance, including for the Denton County Transportation Authority;
- Outreach regarding adoption of fleet best practices and the RTC-recommended Clean Fleet Policy;
- Workshops, meetings, trainings, webinars, and other forums to provide education about emissions-reduction and energy efficiency strategies and technologies;
- Opportunities for fleets to try vehicles on a short-term basis through avenues such as loaner programs or ride-and-drives;
- Comments and recommendations to state and federal agencies regarding programs that support fleet emissions reduction efforts;
- Feasibility studies on existing or new programs;
- Development and implementation of new innovative programs for further vehicle emissions reductions;
- Evaluation of light-, medium-, and heavy-duty vehicles and emissions impacts on air quality;
- Communications about ways to improve building efficiencies, including recommendations on integration of EVs;
- Consultant and partner agreement(s); and
• Purchase or lease, operation, and maintenance of low-emission vehicles for NCTCOG staff use in traveling on department business such as attendance at outreach events, meetings, and site visits, as well as roadway signage monitoring.

Consumer Initiatives

Other Funding Sources

Initiatives included in this element reduce emissions and/or improve energy efficiency through the promotion and implementation of new technologies and education to encourage consumers to adopt cleaner technologies or seek changes in consumer behavior. Staff identifies and pursues opportunities for demonstration of new measures to improve efficiency and reduce emissions as appropriate. These consumer efforts may be implemented through local, regulatory, and legislative means.

Some initiatives are designed to specifically target vehicles producing excessive emissions and not in compliance with automobile emissions standards or the State’s Inspection and Maintenance Program. Efforts continue to support and enhance existing programs and local stakeholders, federal and State agencies as they conduct on-road emissions enforcement and other enforcement-related work, including truck-lane restrictions and idling restrictions.

This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, Department of Energy funds, Regional Transportation Council Local funds, Transportation Development Credits, and private funding sources. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

• Opportunities for individuals to try vehicles on a short-term basis, through avenues such as loaner programs or ride-and-drives;
• Educational and awareness events, such as an annual National Drive Electric Week event and car care clinics;
• Pilot projects to evaluate potential for emissions reductions through public awareness campaigns, such as an Idle Free School Zones project that includes a before-and-after emissions assessment;
• Education about consumer practices that can reduce vehicle emissions, such as idle reduction and proper vehicle maintenance;
• Incentives for consumers to adopt cleaner technologies or behavior changes;
• Communications about incentives available to citizens for cleaner, lower-emitting technologies;
• Comments and recommendations to state and federal agencies regarding consumer incentive programs;
• Periodic meetings, training classes, education, and recommendations for law enforcement, federal and State agencies and other interested parties regarding emissions enforcement and similar programs; and
• Enhancement of existing programs such as the Regional Smoking Vehicle Program’s reporting and correspondence and air quality data information systems.
Other Funding Sources

Initiatives in this element promote policies and contractual or regulatory measures available to local governments and businesses that can influence deployment of lowest-emissions and efficient technologies by consumers and fleets. Efforts also include collaborations with local governments to provide data and peer exchange related to air quality issues to help them make decisions about appropriate action steps to take within their jurisdictions. Work continues to evaluate, develop and incorporate policy statements in the Metropolitan Transportation Plan policy bundle, as applicable. Staff works collaboratively with local, state, and national stakeholders to identify and develop these strategies. Efforts continue to maintain websites to provide technical and policy resources to regional stakeholders, including Conserve North Texas, Go Solar Texas, and Electric Vehicles North Texas.

This work element will be supported through Surface Transportation Block Grant Program funds, Department of Energy funds, Regional Transportation Council Local funds, other local funds, and Transportation Development Credits. NCTCOG may seek assistance through the University Partnership Program for analysis of health risks related to transportation impacts as opposed to other factors. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Technical and planning assistance to local governments, workplaces, and multifamily properties regarding deployment of electric vehicle (EV) charging stations and other electrification or alternative fuel infrastructure to facilitate clean vehicle or technology adoption by fleets and consumers;
- Development of a Zero Emissions Vehicle (ZEV) Infrastructure Deployment Plan along IH 45 to enable zero-emission travel from Dallas-Fort Worth to the Houston area, with emphasis on goods movement;
- Communications to local governments encouraging adoption of RTC-recommended local government policies, including anti-idling rules and Clean Construction Contract Language;
- Template language for contracts, ordinances, codes, and other local government mechanisms (e.g., EV-ready best practices, low-emissions requirements for contractors, etc.);
- Comments and recommendations to federal, State, and local agencies regarding regulatory practices that are relevant to use of cleaner technologies;
- Meetings, webinars, conference calls, and other forums to educate local governments about opportunities to influence fleet and consumer choices, or facilitate energy efficiency/renewable energy activities;
- 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;
- Support for local government peer exchange on comprehensive air quality issues through the North Central Texas Stewardship Forum and other avenues;
- A task force to convene government representatives, health officials, academic representatives, and air quality experts to evaluate regional data that may indicate areas of need for additional air quality improvement or strategies;
- Support for local government efforts to provide air quality education, including to the Hood County Clean Air Coalition;
- Equitable, favorable options for capturing revenues from vehicles that do not pay traditional gasoline tax;
- Identification and development of additional policy positions by the RTC that encourage actions to help reduce mobile and other transportation sector air emissions; and
- Data collection of electric vehicle and electric vehicle infrastructure use and performance; and
• Education and data collection with local governments and utilities with regard to energy efficiency, renewable energy, and integration of energy topics with the transportation sector, especially with regard to transportation electrification and renewable natural gas potential.

3.04 Public Transportation Planning and Management Studies

This Work Program subtask provides funding to assist local governments and transportation providers with public transportation funding and planning activities that focus on identifying opportunities for increased service in the region, as well as improving the efficiency and effectiveness of current systems.

Public Transportation Funding and Administration

Transportation Planning Funds

This planning activity is ongoing throughout both FY2020 and FY2021, supporting the efforts of metropolitan, urban and rural transit providers in the North Central Texas region. General responsibilities include monitoring transit appropriations, grant activities and funding issues; identifying and monitoring transit-related issues of local, regional, and national interest; and responding to citizen, consultant, State, and federal requests for data, information, or assistance. Additional responsibilities include providing technical assistance to providers by coordinating the dissemination of technical information, federal regulations, and grant requirements. Anticipated products include:

• Planning for financial needs in coordination with local public transit providers; and
• Assistance to transit providers in the development of the annual program of projects and coordination of the programming of funds in an approved Statewide Transportation Improvement Program (STIP).

Regional Public Transportation Coordination and Planning

Transportation Planning Funds

This planning activity is ongoing throughout both FY2020 and FY2021, supporting activities that further a coordinated and seamless public transportation system. This activity includes the Access North Texas Plan, which outlines coordination goals, policies and strategies to move the North Central Texas region toward more coordinated, efficient and seamless transportation services. Regional coordination activities will primarily focus on the counties that comprise the Metropolitan Planning Area. Coordination with surrounding areas will be included based on the impact that public transportation connections have within the planning area boundary. This activity also includes technical assistance and general planning support to the transportation authorities in the region, as well as smaller transit agencies. Anticipated products include:

• Enhancements to the Access North Texas Plan;
• Implemented coordination strategies identified in the Access North Texas Plan;
• Planning for the transportation needs of the disadvantaged, including low income, seniors, and individuals with disabilities, in an effort to increase opportunities and access to public transportation;
• Assistance to transit agencies including travel demand model data, ridership projections, financial modeling, planning studies, and technical assistance;
• Support for transit system improvements resulting in seamless regional connectivity; and
• Facilitation of improved efficiency in the use of transit capital resources in the region, resulting from pursuing opportunities for vehicle sharing, retired vehicle or community vehicle programs.

Regional Transit Planning Assistance

Other Funding Sources

This planning activity is ongoing throughout both FY2020 and FY2021 supporting activities that encourage short- and long-term transit implementation planning for local governments and transit providers. Activities include providing assistance to subgrantees as they implement identified strategies and recommendations. Other initiatives include providing technical assistance and general planning support to local governments with transit implementation options and investigating innovative funding and implementation opportunities for regional passenger rail systems, including the Irving to Frisco passenger rail corridor. Efforts will include, but are not limited to, comprehensive transit studies for: colleges and universities; and Collin, Dallas, Denton, Kaufman, Rockwall, and Tarrant Counties. 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 will be used. Anticipated products include:

• Planning conducted on behalf of Urbanized Area Formula Program subrecipients based on identified needs;
• Planning and implementation assistance to local governments based on requested and identified needs;
• Procurement and executed agreements for consultant assistance;
• Reports on transit implementation options in identified subregions that may include potential public transit implementation options, funding sources (public and private), and increased regional connections; and
• Mapping of potential alignment alternatives.

3.05 Transit Operations

This Work Program subtask provides funding primarily for the implementation of projects that focus on eliminating gaps in services, reducing duplication of services, enhancing coordination, and improving the efficiency and effectiveness of the region’s existing services.

FTA Urban Funding Grant Administration

Other Funding Sources

This implementation activity is ongoing throughout FY2020 and FY2021, supporting all responsibilities NCTCOG assumes as the designated recipient for Federal Transit Administration (FTA) grant funds received for urbanized areas in the region. General responsibilities include program administration, project implementation, grant management and program oversight for all subgrantees who receive funds through the Bus and Bus Facilities Program, Congestion Mitigation and Air Quality Improvement Program, Enhanced Mobility of Seniors and Individuals with Disabilities Program, Job Access/Reverse Commute Program, New Freedom Program and the Urbanized Area...
Formula Program. In FY2020, activities will also include the administration of emergency assistance funding made available by FTA to subgrantees in response to COVID-19 through the Coronavirus Aid, Relief, and Economic Security (CARES) Act. Federal Transit Administration funds, Regional Transportation Council (RTC) Local funds, subgrantee local funds, and Transportation Development Credits will support these activities. Consultant assistance may be used. Anticipated products include:

- FY2020 and FY2021 funding allocations;
- CARES Act funding allocations;
- Strategic Partnerships;
- Grant and agreement management;
- Application of oversight and compliance initiatives;
- Funding disbursement of reimbursable project expenses to subgrantees;
- Administration of a vehicle lease program;
- Submittal of coordinated reports on behalf of subgrantees; and
- Procurements for services and equipment, including buses, on behalf of subgrantees.

**Sustainability and Innovative Solutions for Transit**

**Other Funding Sources**

This implementation activity is ongoing throughout both FY2020 and FY2021, supporting coordination and implementation of sustainable transit initiatives and innovative solutions. The Program supports Chapter 461 of the Texas Transportation Code that focuses on maximizing the benefits of the State’s investment in public transit through the coordination of services and other innovative transit-related projects. Activities include developing and implementing a regional equitable transit fares program and gathering data to improve transportation planning efforts for older adults, individuals with disabilities, individuals with low incomes, and additional environmental justice populations. Regional Toll Revenue funds and Regional Transportation Council Local funds will support these activities. Anticipated products include:

- Implementation of an equitable transit fare program to be coordinated with transit authorities, NCTCOG, and private partners;
- Assistance from the University Partnership Program to conduct innovative data collection activities related to environmental justice populations;
- Short- and long-range solutions that move the region toward more comprehensive, coordinated, accessible, efficient, and effective public transit services; and
- Policies, programs and projects that support and encourage sustainable transportation options around the region while elevating customer service and air quality.

**Mobility Management**

**Other Funding Sources**

These planning and coordination activities are new for FY2020 and ongoing for FY2021, supporting mobility management and mobility as a service (MaaS) initiatives to improve the coordination of transportation services in the Metropolitan Planning Area. Activities include providing assistance to local governments, transit providers, healthcare providers, community service agencies, and the public to increase access to transportation and improve regional mobility. Other initiatives include monitoring MaaS platform integration, collaboration with strategic partners, and creating new
Innovative partnerships with local governments, and private and non-profit stakeholders who hold key connections or interest in increasing mobility options in the region. Federal Transit Administration (FTA) funds, Regional Transportation Council (RTC) Local funds, subgrantee local funds, and Transportation Development Credits will support these activities. Consultant assistance may be used. Anticipated products include:

- Implementation of a Mobility Management regional program with transit authorities to enable low-income seniors and individuals with disabilities access to healthcare and jobs;
- Establishment of a regional call center for individuals to access transportation counseling services and referrals to available transit providers;
- Documentation of best practices from existing mobility management programs in the region;
- Resources to assist local governments, transit providers, healthcare providers, community service agencies, and the public on available transit options; and
- Execution of subrecipient agreements and documentation of subrecipient compliance to grant requirements through monitoring and on-site reviews.
### E. Funding Summary

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\(^1\) Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 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.
V. Task 4 – Metropolitan Transportation Plan

A. Objective

Since the early 1970s, Metropolitan Planning Organizations have had the responsibility of developing and maintaining a Metropolitan Transportation Plan (MTP). With the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the role of the Metropolitan Transportation Plan in the overall transportation planning process was greatly advanced. The current funding bill, the Fixing America’s Surface Transportation (FAST) Act, continued the role of the plan as a central mechanism for the decision-making process regarding investments to develop the metropolitan transportation system. Federal transportation legislation requires transportation plans within metropolitan areas greater than 200,000 in population and in nonattainment areas to be reviewed every four years.

The Mobility 2045 Plan was developed and approved by the Regional Transportation Council in June 2018. The Plan serves as the defining vision for transportation systems and services in the Dallas-Fort Worth Metropolitan Area and incorporates updated corridor recommendations, addresses regional financial shortfall concerns, and includes new innovative funding and project implementation strategies. It was developed to meet FAST Act planning requirements as provided by the Federal Transit and Federal Highway Administrations, and incorporates performance measures and includes emphasis on emerging transportation technologies and trends. Efforts in FY2020 and FY2021 will focus on monitoring projects and programs contained in the Plan for any potential update or amendment that may be needed. The Mobility Plan identifies projects, policies, and programs to be implemented and carried out by the Metropolitan Planning Organization (MPO) in conjunction with the transportation providers, local governments, and state and federal agencies. In addition, elements in this Work
Program task also contain funding to evaluate policies and strategies directed at reducing congestion and improving air quality, to link the transportation and environmental planning processes, and to ensure compliance in the planning process with federal regulations under Title VI of the 1964 Civil Rights Act and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Facilitating implementation of the Plan, such as increasing funds for transportation through new or cooperative multiagency funding strategies, will also be an area of focus.

B. Expected Products

Products from Task 4, Metropolitan Transportation Plan, will include public meetings and public outreach activities, committee briefings, the screening and evaluation of system alternatives, travel forecasts, updating and reviewing financial forecasts, and transportation system performance summaries. Numerous presentations to local elected officials, transportation interest groups, and participating agencies will be conducted, and written materials documenting the Plan’s analysis and recommendations will be prepared. Specific products for each subtask are included in each subtask description.

C. Previous Work

Routine Work Efforts – A major focus of Task 4 was the ongoing development and adoption of the Metropolitan Transportation Plan (MTP), Mobility 2045. The recommendations of Mobility 2045 were adopted by the Regional Transportation Council (RTC) in June 2018, following extensive outreach efforts to brief the Regional Transportation Council, the Surface Transportation Technical Committee, regional partners, stakeholders and the public regarding the policies, projects, and programs contained in the Plan. The document was developed in coordination with federal and State air quality conformity partners.
In support of the MTP, work was also executed on long-range financial forecasting and the pursuit of innovative funding strategies. This work included financial reviews of forecasts and trends that impact funding availability, which resulted in the development of a long-range financial plan for the MTP. Planning and Environment Linkages efforts associated with Mobility 2045 were completed providing a new method to identify potential impacts to natural resources by projects listed in the Plan. The Regional Ecosystem Framework was utilized to help score potential impacts.

NCTCOG, through its partnership with the U.S. Army Corp of Engineers, continued to carry out activities in support of expedited environmental permitting for regionally significant transportation projects with approximately 300 final actions completed. The Environmental Stewardship Program continued with the completion of an engineering study for a constructed wetland. Private-sector stakeholders were educated regarding mitigation needs in the region.

Staff focused on implementation of the "Blue-Green-Grey" initiative to address traditional transportation planning techniques that can result in "silos" which cause disjointed communication and coordination amongst planners or project champions. Blue-Green-Grey is a unique silo busting initiative that focuses on three elements - blue (water), green (environment), and grey (transportation infrastructure). Selected projects were initiated and are expected to help develop new ideas that engage multiple disciplines and implement projects that could be replicated regionwide. Staff will continue to implement projects selected through Round 1 and Round 2 and will begin to advance additional funding initiatives.

Finally, activities in Task 4 related to Title VI and Environmental Justice (EJ) continued. A promotional brochure was updated and distributed at public outreach events. The FY2018-2019 Title VI/Nondiscrimination Annual Work Plan and Accomplishment Report was developed to document NCTCOG programs/projects.
Non-Routine Work Efforts – The status of significant or one-time work efforts contained in Task 4 is provided in the table below:

<table>
<thead>
<tr>
<th>PROJECT NAME</th>
<th>ACCOMPLISHMENTS TO DATE</th>
<th>REASON FOR CARRYOVER TO FY2020</th>
<th>COMPLETION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quantifying Benefits of Environmental Stewardship Efforts</td>
<td>Consultant provided economic and environmental data and a final report is being completed.</td>
<td>One contract is ongoing; multiple contracts are not yet entered.</td>
<td>FY2019</td>
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<tr>
<td>INVEST Evaluation of Sustainability in Denton Greenbelt Corridor</td>
<td>A feasibility study of the Denton Greenbelt Corridor was completed following stakeholder engagement.</td>
<td>N/A</td>
<td>FY2019</td>
</tr>
<tr>
<td>SHRP2 Performance Target Setting Collaboration</td>
<td>Efforts were coordinated with TxDOT to identify performance targets and reporting processes; a workshop was conducted for Surface Transportation Technical Committee members, and numerous presentations delivered to the Regional Transportation Council. Performance measures were adopted by the RTC.</td>
<td>N/A</td>
<td>FY2019</td>
</tr>
</tbody>
</table>

D. Subtasks

The following subtasks address the Metropolitan Transportation Plan:

4.01 Metropolitan Transportation Planning

This subtask encompasses the development of the metropolitan area’s long-range transportation plan and related documentation of the region’s transportation system. As corridor studies contained in the Metropolitan Transportation Plan advance to final recommendations, periodic amendments and updates to this plan may be required. Additionally, the arterials contained in the plan fall into a number of categories detailed below, which are monitored and amended as necessary to meet transportation conformity and funding requirements.

Metropolitan Transportation Plan Development and Monitoring

Transportation Planning Funds

This subtask is ongoing throughout FY2020 and FY2021. The Metropolitan Transportation Plan (MTP) provides a blueprint for a multimodal transportation system and responds to broad transportation-oriented goals for the region. These goals include enhancing mobility, improving access, and reducing congestion; quality-of-life goals such as encouraging balanced land use, promoting orderly economic development, and improving air quality; and financial goals such as identifying and pursuing long-term stable sources of funding. The MTP must also meet financial constraint goals where project and program costs must not exceed anticipated revenue.

At any given time, the MTP is being monitored, developed, or modified. Staff will work in cooperation with the Texas Department of Transportation (TxDOT), Dallas Area Rapid Transit (DART), Trinity Metro, the Denton County Transportation Authority (DCTA), the North Texas Tollway Authority
(NTTA), the Collin County Toll Road Authority (CCTRA), local governments, and other public agencies as needed to monitor programs and projects recommended in the current MTP, Mobility 2045, to ensure they reflect the latest planning assumptions, allowing those programs and projects to proceed through the planning and environmental stages of project development.

A plan amendment of Mobility 2045 may be developed during FY2020 or FY2021 to include any needed minor corridor adjustments and to meet federal requirements for air quality determination. Staff will continue to coordinate with transportation partners and the public during the development of the next long-range plan. This new planning effort to amend and/or update Mobility 2045 will factor in the planning horizon year, demographics, financial assumptions, and other planning requirements as necessary. The amendment and/or update to Mobility 2045 will be developed in accordance with the rules outlining the contents of the MTP under the policy direction of the Regional Transportation Council, technical guidance of NCTCOG’s technical committees, and public involvement efforts. Changes to the MTP will be made in coordination with local transportation providers and partners. During development of the amendment, preliminary evaluations will occur for corridor studies requested by local governments.

Moving Ahead for Progress in the 21st Century (MAP-21) introduced a new requirement to incorporate a performance-based approach in the transportation planning process. In response to this requirement, staff coordinated with TxDOT to establish regional transportation system performance measures and targets. Staff will continue to monitor and assess the performance of the transportation system and its effect towards meeting federally required performance targets according to guidance from the Fixing America’s Surface Transportation Act. Anticipated products of this subtask include:

- Presentations utilizing MTP data and information;
- Maps;
- Collection and transmittal of travel model networks, GIS shapefiles, and performance reports as model outputs;
- Periodic reports to the Regional Transportation Council and the Surface Transportation Technical Committee documenting status of MTP implementation;
- Coordination meetings to monitor and ensure the continued progress of project recommendations; and
- Amended Mobility 2045 document, if necessary.

Regionally Significant Arterials (RSA)

Transportation Planning Funds

NCTCOG staff will work in cooperation with the Federal Highway Administration, the Texas Department of Transportation, and all local governments to maintain, monitor, and amend the RSA system documentation for the Dallas-Fort Worth Metropolitan Area to maintain consistency with the revised National Highway System. Activities will be ongoing throughout FY2020 and FY2021 to monitor and amend the RSA system as needed. Anticipated products include:

- RSA database in both ArcGIS and TransCAD environments;
- Coordination with transportation partners in reviewing and revising arterials in the National Highway System;
- Coordination with local governments in the planning and staging of transportation improvements; and
- A listing of existing and planned RSAs to be included in the Metropolitan Transportation Plan and transportation conformity analysis.

Regional Thoroughfare Plan Inventory (RTPI)

*Transportation Planning Funds*

In conjunction with the continual development of the Metropolitan Transportation Plan, NCTCOG staff will collect, translate, and inventory local government thoroughfare plans and provide planning support from a regional perspective. Once the thoroughfare plans are combined and compared, some instances will require resolution of boundary disputes to ensure a high degree of consistency and continuity between local government planning efforts and regional planning efforts. Activities will be ongoing throughout FY2020 and FY2021. Anticipated products include:

- Documented inventory of thoroughfare plans that were collected and included in transportation networks, and
- A GIS-based regional arterial system map.

Federal Functional Classification System (FFCS)

*Transportation Planning Funds*

Staff will continue to work in cooperation with federal partners and the local TxDOT districts to maintain the FFCS for the Dallas-Fort Worth Metropolitan Area. This element includes monitoring roadway system function to determine the necessary mid-cycle amendments, as needed, to the FFCS. Activities will be ongoing throughout FY2020 and FY2021. Anticipated products include:

- Electronic transportation network of FFCS roadways;
- Coordination with local governments in the planning and staging of transportation improvements;
- Amendments, as needed, to the roadway system to correct, remove, or add roadways;
- Maps; and
- Presentations demonstrating location, function, and justification for amendments.

4.02 Coordination of Transportation and Environmental Planning Processes

Linking transportation planning and environmental planning represents a collaborative and integrated approach to transportation decision making. The following elements link development of data, processes and frameworks, and mitigation outcomes to enhance and support metropolitan transportation planning and project development activities.

Planning and Environment Linkages (PEL)

*Transportation Planning Funds*

This element will support a framework to consider environmental, community, and economic goals early in the transportation planning stage, then carry the goals through the corridor and project
development phases into construction and mitigation efforts. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Metropolitan Transportation Plan environmental scoring and mitigation documentation;
- Outreach and technical assistance supporting stakeholder participation in transportation planning processes;
- Partnerships and agreements to expand or improve regional data needs and other partner agreements;
- Documentation and presentation material for coordination meetings, workshops, and training sessions; and
- Technical papers, as needed.

**Army Corps of Engineers Section 404 and 408 Permitting**

**Other Funding Sources**

In FY2020 and FY2021, staff will continue activities associated with the Water Resources Development Act Section 214 Memorandum of Agreement between the United States Army Corps of Engineers (USACE) and NCTCOG. This agreement was formed to expedite the evaluation of Section 404 permits for regional priority transportation projects. Staff will monitor the progress of permitting for specific projects identified by transportation partners. The performance and the cost-effectiveness of the USACE under this agreement will be evaluated by using specific performance measures identified by staff. Regional Toll Revenue funds and local funds will support Section 404 activities.

Additionally, staff will continue to monitor and aid in Section 408 permitting activities for major transportation projects. This effort could include attendance at meetings and coordination with resource agencies. Regional Toll Revenue funds will be utilized, and other funds may be sought to support this initiative. This effort will include the following products:

- USACE-reported performance metrics;
- Presentations, meetings, and annual reports; and
- Clean Water Act Section 404 and 408 finalized permit decisions.

**Environmental Stewardship Program**

**Other Funding Sources**

The Environmental Stewardship Program will fund engineering studies for constructed wetlands. Consultants may be procured for these efforts. Staff will educate the private sector about mitigation needs in the region. Regional Toll Revenue funding will enable the procurement of trees to be planted to help mitigate the urban heat island effect. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Agreements with external partners;
- Updates of data relevant to stewardship or mitigation; and
- Documentation and presentation material for coordination meetings, workshops, and training sessions.
Denton Greenbelt Project

Other Funding Sources

Utilizing Regional Transportation Council Local funds, the Denton Greenbelt Project will address sustainability for a planned roadway expansion through the Denton Greenbelt. Staff will prepare a sustainability assessment and will educate stakeholders about indirect and cumulative effects the roadway expansion may have. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Sustainability assessment; and
- Documentation and presentation material for coordination meetings, workshops, or outreach efforts.

Blue-Green-Grey Silo-Busting Initiatives

Other Funding Sources

The focus of the “Blue-Green-Grey” initiative is to help address traditional transportation planning that can result in “silos” which cause projects to be disjointed due to lack of communication or coordination amongst planners or project champions in various disciplines. Blue-Green-Grey is an initiative to identify “silo-busting” projects that focus on three elements – blue (water), green (environment), and grey (transportation infrastructure). Selected projects will continue in FY2020 and FY2021. Additionally, staff will advance additional funding rounds throughout FY2020 and 2021 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. Anticipated products include:

- New funding initiatives and project awards;
- Completion of a Green Bus Stop Design 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;
- 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 a 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.

Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management

Other Funding Sources

Throughout FY2020 and FY2021, activities contained in this Work Program element concentrate on the integration of regional transportation planning, regional stormwater management, urban
Development planning, and environmental planning for the purposes of identifying impacts and alleviating risks from severe weather events such as flooding, as well as from other current and future disruptive environmental factors. This comprehensive planning initiative would include assessments of infrastructure and land-use vulnerabilities, analysis of potential lifecycle-based adaptability and durability measures, and determination of possible delivery and maintenance strategies aimed at improving operational capabilities and reducing risk from flooding. Established initially through a working group of partners and stakeholders located in Wise, and portions of Dallas, Denton, Ellis, Johnson, Parker, and Tarrant Counties (specifically, the combined watersheds of the Clear Fork, Elm Fork, and West Fork Trinity River basins), this effort would account for future transportation infrastructure plans, future land-use plans, and the resultant stormwater runoff and/or other environmental effects expected to occur based on these plans. Information and outcomes produced from this preliminary study could ultimately be used to conduct similar, all-inclusive, and contiguous studies facilitating opportunities throughout North Central Texas that may reduce lifecycle costs and other burdens to infrastructure and urban development as regional growth continues. The funding source for this initiative is Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, Transportation Development Credits, and anticipated federal non-transportation funds (e.g., US Housing and Urban Development/General Land Office). Anticipated products may include:

- Development, application, and technical analysis of dynamic numerical models for estimating the extent and severity of flooding and other environmental effects;
- Creation and maintenance of Geographic Information System (GIS) map layers, relational databases, web applications, and other technical tools supporting surveys/inventories, spatial analyses, permitting, and project implementation monitoring;
- Benefit-cost analyses and other economic outputs assessing potential multi-disciplinary alternative applications;
- Community engagement and analysis using the Community Health and Resource Management (CHARM) scenario planning tool in coordination with the Federal Emergency Management Agency (FEMA);
- Identification or incorporation of performance measures and evaluation criteria;
- Engineering products and tools aimed to calculate infrastructure/land-use design parameters, performance degradation, and lifecycle needs;
- Coordination with resource agencies, technical committees, stakeholders, and other partners highlighting outreach, education, training, and regulatory needs and actions; and
- Documentation of recommended policies, programs, and/or projects.

4.03 Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities

As a recipient of federal funds, NCTCOG is required to ensure nondiscrimination under Title VI of the 1964 Civil Rights Act. Under Title VI and related statutes, each federal agency is required to ensure 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. The Civil Rights Restoration Act of 1987 clarified the intent of Title VI to include all programs and activities of federal-aid recipients, subrecipients, and contractors whether those programs and activities are federally funded or not. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994), stated that, “each federal agency shall make achieving environmental justice (EJ) part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” As an MPO, NCTCOG strives to
ensure that nondiscrimination and the principles of environmental justice are incorporated in its transportation plans, programs, policies, and activities.

To ensure nondiscrimination and environmental justice in its transportation planning activities, staff will work to enhance Title VI, Environmental Justice, and Limited English Proficiency considerations and inclusion in the planning process and ensure compliance with all federally and state-mandated requirements.

This Work Program subtask supports the following continued initiatives:

**Compliance with Federal and State Laws and Regulations**

*Transportation Planning Funds*

This element is ongoing throughout FY2020 and FY2021. Staff will advise other department staff regarding appropriate ways to ensure consistency with applicable laws and regulations within their program areas. Anticipated products include:

- Annual reports; and
- Compliance audit reports.

**Collection and Analysis of Data**

*Transportation Planning Funds*

This element is ongoing throughout FY2020 and FY2021. Work will include the collection and analysis of available demographic data, as well as investigation and review of similar processes across the country for applicability. Work will also include coordination with the University Partnership Program project being conducted in Subtask 5.11, Automated Vehicle Technology, Automated Vehicle Planning, related to the use of automated vehicles to improve access to jobs and services for access-deprived populations in the Dallas-Fort Worth area. Anticipated products include:

- Data updates to Environmental Justice Index;
- Documentation of review of methodology for Metropolitan Transportation Plan Environmental Justice analysis; and
- Metropolitan Transportation Plan environmental justice analysis.

**Public Outreach and Title VI Resource**

*Transportation Planning Funds*

This element is ongoing throughout FY2020 and FY2021. Work will include investigating and integrating public engagement efforts to ensure protected populations are involved in the transportation planning process. Staff will hold meetings with program area environmental justice liaisons and review staff activities to advise appropriate ways to incorporate Title VI and environmental justice into their program areas. Staff will also continue to serve as a Title VI/environmental justice resource for transportation committee members, local government members, and subrecipients. Anticipated products include:

- Title VI/environmental justice website updates;
• Presentations and documents necessary to support Title VI and environmental justice training activities; and
• Technical support for partners.

4.04 Performance-Based Planning and Coordination

Transportation Planning Funds

Recent federal and state regulations call for increased emphasis on performance-based planning to ensure the most beneficial transportation projects and programs are implemented. While data-driven decision making has been a cornerstone of the region’s planning processes, this subtask will provide for the coordination of this commitment and ensure the federal initiative is fully integrated into NCTCOG’s planning process. Work efforts will support both short- and long-range transportation planning efforts. The focus of this subtask will be the continued coordination of data-driven planning activities between staff, regional transportation partners, elected officials, and the public. Activities will include review of evolving rules and regulations related to performance-based planning, as well as oversight of data collection, analysis, and processes to support performance-based planning efforts in the metropolitan transportation planning process. Anticipated products include:

• Documentation and presentation materials for stakeholder meetings;
• Maps and databases;
• Documentation of analysis methodologies;
• Documentation of decision-making processes;
• Tracking and monitoring of transportation system performance documentation; and
• Web-based performance measure monitoring reports.
### E. Funding Summary

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<th>Subtask</th>
<th>TPF¹</th>
<th>Additional Funding</th>
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¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 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.
VI. Task 5 – Special Studies

A. Objective

The North Central Texas Council of Governments’ (NCTCOG) Transportation Department frequently serves as an added resource to the various cities, counties, transportation authorities, and the Texas Department of Transportation (TxDOT) by conducting and/or participating in a wide range of various travel forecasting, planning, and technical projects referred to as Special Studies. Projects range from local traffic impact analyses to detailed technical support and evaluations for corridors to meet the requirements of the National Environmental Policy Act (NEPA). Providing regional support to transportation providers is critical in the planning, operation, and maintenance of a comprehensive regional transportation system.

A continuing emphasis of NCTCOG’s Unified Planning Work Program (UPWP) will be to provide continued technical support to the TxDOT Dallas and Fort Worth District Offices, Dallas Area Rapid Transit (DART), Trinity Metro, the Denton County Transportation Authority (DCTA), the North Texas Tollway Authority (NTTA), the Collin County Toll Road Authority (CCTRA) and other public agencies as needed in carrying out detailed corridor studies. Included in these evaluations will be the completion of ongoing corridor studies and assistance with Environmental Assessments (EA) and Environmental Impact Statements (EIS) consistent with the NEPA process and as outlined in the Metropolitan Planning Rules, as well as procedures developed in Subtask 4.02. Efforts will also be directed at improving levels of transportation decision making by expanding efforts to include a greater emphasis on incorporating the appropriate level of quantitative and qualitative environmental justice analysis procedures as developed in Subtask 4.03 into planning documents, policies, and activities. It is a goal of this enhanced effort to include a greater emphasis on environmental justice analyses, such as enhanced analytical capabilities and the identification of benefits and burdens on protected classes of the population into planning activities. Coordination with the public involvement/outreach process will also play a primary role in ensuring the success of this
program. A greater focus on environmental justice serves to not only meet the expectations of legislation, but strives to continually improve the transportation planning and decision-making process to ensure that the movement of goods and people is affordable, efficient, safe, and impartial for all patrons.

Emphasis will continue to be placed on providing technical assistance to local governments in transportation subarea studies and comprehensive/thoroughfare planning. NCTCOG serves as an extension of the staff of local governments and is available to provide technical support to maintain and improve transportation planning and to process critical day-to-day information often not available at the local level. Technical support also extends to private-sector enterprises under certain circumstances. Staff will assist with corridor-specific requests for travel data used in private-sector initiated project development through potential Comprehensive Development Agreements. As these initiatives move forward, staff will work to include these efforts in the metropolitan planning process. Exhibit I-8 of this document outlines the Unified Planning Work Program Policies that will be used to guide the allocation of NCTCOG resources in providing technical assistance.

Planning efforts related to the Land-use/Transportation interface reflect the connections among bicycle and pedestrian mobility, low vehicle miles of travel, and automobile parking. The objective of this effort is to encourage the deployment of transportation facilities and land uses that reduce the average vehicle miles traveled in the region.

The current transportation legislation, Fixing America’s Surface Transportation (FAST) Act, approves funding for surface transportation projects and continues the surface transportation investment made by the US Congress. The FAST Act authorizes funding for many transportation funding categories and specific projects, and continues the concepts identified in previous legislation regarding the cooperative, continuing, and comprehensive regional planning process. The FAST Act
requires all Transportation Management Areas (metropolitan areas with populations greater than 200,000) to address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system. Congestion management is an integral element of the region’s transportation planning and programming process. It serves as a guide for implementing both near-term and long-term regional transportation improvements.

Also addressed in Task 5 will be the impact of truck traffic, rail freight, and other goods movement in and through the region; support for ongoing local, State, and federal initiatives to address transportation system security; the development of policies, programs, and projects to improve transportation safety; data collection and planning efforts to assess the impact of aviation activity on surface access to aviation facilities and associated improvement needs; regional aviation system planning; and streamlining and coordination of the planning and environmental review processes to expedite project delivery. In addition, work efforts to integrate transportation asset management principles within the metropolitan planning process, the planning and implementation of programs to support regional military and community coordination, and activities related to the arrival of automated vehicles in the region are included.

Although not a requirement in the Unified Planning Work Program, management and operations projects that are being managed or carried out by MPO staff are included in the document in addition to planning activities. These projects are included in order to provide a more complete inventory of staff activities and are identified in Tasks 1, 3 and 5. These implementation projects or programs are aimed at reducing congestion and improving air quality in the Dallas-Fort Worth Metropolitan Area.
B. Expected Products

Expected products include a wide variety of technical reports and documentation summarizing the findings of various travel forecasting and transportation planning efforts conducted as part of this task. Detailed descriptions of the likely products from each subtask are included in each subtask description.

C. Previous Work

Routine Work Efforts – In pursuit of a comprehensive, safe, and modern regional transportation system, Task 5 work efforts run a gamut from technical assistance and local traffic impact analyses to environmental impact support, goods movement, monitoring of airport ground access and unmanned aircraft systems, to sustainable development planning and implementation efforts, and to planning for the arrival of high-speed passenger technology and autonomous vehicles in the region. Routine endeavors for Task 5 included using the Dallas-Fort Worth (DFW) regional travel model for corridor refinement recommendations, and Mobile Source Air Toxics and Environmental Justice data. Task 5 work also addressed thoroughfare and subarea studies, alternative travel demand modeling and model validation checks. Work group meetings ensured coordination both internally and externally.

Land-use and transportation initiatives are also ongoing elements of Task 5. Bicycle and pedestrian planning took place. Staff supported quarterly meetings of the bicycle and pedestrian advisory committee, provided regional trail coordination, and developed user count traffic reports. Technical assistance was provided to local communities, not only for bicycle and pedestrian planning, but for sustainable development and transit-oriented development projects, as well. School siting and other land-use issues were addressed relative to the impacts on transportation. These aforementioned activities are ongoing and will carry forward into fiscal years 2020 and 2021.
NCTCOG staff implemented FAST Act Planning Memorandum of Understanding (MOU) responsibilities related to National Highway System (NHS) bridge/pavement data collection, performance target setting, and other performance-based planning/programming requirements. Staff collaborated with the Texas Department of Transportation on regional/state National Highway System performance data and analysis for bridge/pavement conditions and reviewed initial Transportation Asset Management Plan documentation.

A work plan and schedule for the 2019 Congestion Management Process Update was developed. Staff continued to develop, implement and monitor regional Travel Demand Management and Transportation System Management and Operations goals and strategies outlined in the Metropolitan Transportation Plan. Coordination continued with regional stakeholders regarding updates to the Intelligent Transportation System architecture, as well as special events. The new 511DFW traveler information system was made available. Management and oversight continued for several Congestion Management initiatives including the Traffic Incident Management Training program, the Mobility Assistance Patrol Program, the Regional Traffic Signal Retiming and Minor Intersection Program, and the Regional Trip Reduction and Vanpool Programs. These programs will all continue into FY2020 and FY2021.

Regional freight planning and support of the Regional Freight Advisory Committee continued through fiscal years 2018 and 2019, including monitoring the implementation of truck-lane restriction corridors, outreach, education and follow-up studies identified in Freight North Texas. Staff addressed transportation system safety and security through a variety of activities, including support and assistance to agency and regional partners. This support was comprised of regional committee meetings, collection and analysis of technical transportation data, and planning services relative to transportation security. Support for the Air Transportation Advisory Committee continued, as did airport system and surface access to aviation planning. A regionwide joint land-use study was conducted to identify recommendations to maintain military operations and support compatible
development surrounding military installations. Planning initiatives, outreach and education continued related to the arrival of automated vehicles in the region, and automated vehicle pilot and commercial deployments were launched.

Throughout FY2018 and FY2019, certain regional projects were identified as critical transportation needs, requiring advanced efforts to bring them to implementation faster, thereby reducing inflation, meeting air quality goals, and alleviating congestion earlier. These projects addressed all surface modes. Streamlined development took place via technical and planning assistance, environmental coordination, and rail and roadway studies. Numerous projects were addressed during the reporting period. This work will continue in FY2020 and FY2021.

**Non-Routine Work Efforts** – The status of significant or one-time work efforts contained in Task 5 is provided in the table below:

<table>
<thead>
<tr>
<th>PROJECT NAME</th>
<th>ACCOMPLISHMENTS TO DATE</th>
<th>REASON FOR CARRYOVER TO FY2020</th>
<th>ANTICIPATED COMPLETION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin County Strategic Transportation Initiative</td>
<td>Multiple alternative model runs were conducted, as well as demographic analyses, performance reporting, mapping, outreach efforts, and presentations to impacted entities.</td>
<td>Multi-year project</td>
<td>FY2021</td>
</tr>
<tr>
<td>Harry Hines Boulevard Corridor Study from Loop 12 to Downtown Dallas</td>
<td>Meetings were held with the City of Dallas staff; information was gathered regarding travel patterns, land use, and travel lane information; and modeling efforts were conducted.</td>
<td>Multi-year project</td>
<td>FY2021</td>
</tr>
<tr>
<td>IH 35E (IH 635 to US 380)</td>
<td>Overall work on the 35Express Project (Phase 1) was completed. Staff continued to monitor ongoing traffic management programs and post-completion operational issues.</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>High-Speed Passenger Technology</td>
<td>Staff initiated communications with other Metropolitan Planning Organizations between Dallas-Fort Worth and Laredo to identify a strategy to move forward with implementing high-speed passenger service, and a consultant was procured to conduct a feasibility study for the corridor. An analysis of alignment alternatives for service between Dallas and Fort Worth was completed.</td>
<td>Multi-year project</td>
<td>Ongoing</td>
</tr>
<tr>
<td>PROJECT NAME</td>
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</tr>
<tr>
<td>High-Speed Passenger Technology Core Express Service</td>
<td>A scope of services is being developed in coordination with the Federal Railroad Administration and the Federal Transit Administration for the Environmental Impact Statement. Procurement of a consultant is anticipated in FY2019. Discussions are also occurring between the local, state, and federal partners regarding roles and responsibilities in the project.</td>
<td>Multi-year project</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Regional People Mover Initiative</td>
<td>The Midtown Automated Transportation System feasibility study was completed, and a tool was developed to analyze potential locations for possible implementation.</td>
<td>Multi-year project</td>
<td>Ongoing</td>
</tr>
<tr>
<td>M-Line Extension Feasibility Study</td>
<td>The funding agreement with the Texas Department of Transportation was executed. Work began on drafting a scope for a request for proposals to conduct a feasibility study for an extension of the M-Line trolley to connect Uptown with the Knox-Henderson neighborhood.</td>
<td>Multi-year project. Timeline required to align with City of Dallas Mobility Plan development timeline.</td>
<td>FY2021</td>
</tr>
<tr>
<td>Regional Passenger Rail Innovative Finance Initiatives</td>
<td>An internal peer review of the Frisco Passenger Rail corridor was initiated in FY2018. Work continued on the development of a detailed work plan. Staff coordinated comments to the Draft Environmental Impact Statement (DEIS) for the Cotton Belt Regional Rail corridor developed by the project sponsor.</td>
<td>FY2021</td>
<td></td>
</tr>
<tr>
<td>Wise County Transportation Plan</td>
<td>The final project report was completed and submitted to Wise County for review and comment. The Plan was adopted by the Wise County Commissioners Court.</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Collin County Outer Loop</td>
<td>The local environmental document for Segment 3a (from the Dallas North Tollway to SH 289) is expected to be completed in FY2019. Consultant work for archeological and mussel surveys is also anticipated to be completed in FY2019.</td>
<td>Anticipate additional work on other segments/phases of the Loop</td>
<td>Ongoing</td>
</tr>
<tr>
<td>DART Red and Blue Lines TOD Planning Study</td>
<td>A study of needed improvements in pedestrian and bicycle routes to rail stations and existing conditions on sidewalks and streets was conducted. Parking utilization data collection and a study of municipal parking policies was also completed.</td>
<td>FY2020</td>
<td></td>
</tr>
<tr>
<td>Sustainable Development Infrastructure Projects</td>
<td>Projects are continuing under construction. Staff continues to pay invoices and oversee reporting.</td>
<td>FY2022</td>
<td></td>
</tr>
<tr>
<td>Fort Worth Active Transportation Plan</td>
<td>Project was completed and provided to the City of Fort Worth for adoption.</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Bicycle and Pedestrian Engineering</td>
<td>Activities are underway on the Midlothian to Waxahachie Regional VeloWeb Shared-use Path. Coordination meetings were held with local stakeholders and the Texas Department of Transportation. Survey work was conducted, and route adjustments were coordinated with local governments. A kick-off meeting was held for the Lewisville to Irving Regional VeloWeb Shared-use Path.</td>
<td>FY2021</td>
<td></td>
</tr>
<tr>
<td>PROJECT NAME</td>
<td>ACCOMPLISHMENTS TO DATE</td>
<td>REASON FOR CARRYOVER TO FY2020</td>
<td>ANTICIPATED COMPLETION</td>
</tr>
<tr>
<td>-------------------------------------------------------</td>
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</tr>
<tr>
<td>Managed Lane Technology Assessment</td>
<td>Implementation and testing of pilot for technology to detect auto occupancy was completed. An integration approach with partner agencies was determined, and an Interface Control Document for integration was completed.</td>
<td>Multi-year project</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Regional Aviation System Planning</td>
<td>Staff collaborated and coordinated with numerous stakeholders to continue work on the safe integration of unmanned aircraft systems into the region’s airspace including, but not limited to, participation on the UAS Safety and Integration Task Force.</td>
<td>Multi-year project</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Regional Joint Land-use Study</td>
<td>The final report was completed, and resolutions of support were obtained from six cities for the study recommendations. A brochure highlighting study findings and recommendations was developed. A spreadsheet tool was also created to track implementation of the study recommendations.</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Video and Analytics Evaluating Lost Capacity</td>
<td>Utilizing assistance through the University Partnership Program, an evaluation of technology and locations for data collection was completed.</td>
<td>Project was initiated in mid FY2019 and will carry over between fiscal years</td>
<td>FY2020</td>
</tr>
<tr>
<td>Automated Vehicles and Freight Transportation Analysis</td>
<td>University Partnership Program assistance was utilized to investigate the impacts of automation on the future of the DFW’s truck industry and the infrastructure needed to support the industry. The final report is expected in FY2019.</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Direct Employment Impacts of Automated Vehicles</td>
<td>University Partnership Program assistance was utilized to conduct research and draft a final report on the workforce impacts of automated vehicles.</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Infographic on Automated Transportation Technology</td>
<td>Utilizing assistance through the University Partnership Program, an online resource webpage was developed that provides detailed information on the state of automated and connected vehicle technologies.</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

D. Subtasks

The following subtasks address Special Studies:

5.01 Regional Transportation Studies

This subtask provides support in the development and refinement of major regional corridor studies. For corridors identified for improvement in the financially constrained Metropolitan Transportation Plan (MTP), as well as other potential facilities being considered for inclusion in future MTPs, a comprehensive, detailed, and environmentally focused study must be performed at the corridor level.
Corridor Studies/Environmental Studies Support

Transportation Planning Funds

This subtask is ongoing throughout both FY2020 and FY2021, providing support in the development of corridor studies. For corridors identified for improvement in the Metropolitan Transportation Plan (MTP), both in the financially constrained and the illustrative list of projects, as well as other potential facilities being considered for inclusion in future MTPs, a comprehensive, detailed, and environmentally focused study must be performed at the corridor level. These corridor studies are funded by Transportation Planning Funds, unless otherwise noted, and may require environmental analysis, evaluation of existing and/or future infrastructure conditions, or other feasibility assistance. These studies are required by federal regulation and serve as a bridge between the regional planning process and the more detailed environmental analysis and corridor design and engineering phases conducted with partner agencies including Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), Trinity Metro, the North Texas Tollway Authority (NTTA), and the Texas Department of Transportation (TxDOT).

Where transportation-ended investments are contemplated, reasonable alternative strategies for addressing the transportation demands and congestion at a corridor or subarea level of the Metropolitan Planning Area are identified and evaluated in these studies. The corridor study process provides information to elected officials, technical staff, the business community, nearby property owners, and the general public on the costs, benefits, and impacts of these alternatives so that an informed decision can be made for a corridor improvement strategy. The study process also presents the opportunity to promote a balanced and multimodal transportation network to improve system interoperability and efficiency, and support the goals of the Metropolitan Transportation Plan, along with sustainability, livability, and community land-use objectives. Funding assistance may be requested from the participating agencies and potential private concessionaires involved in Comprehensive Development Agreement (CDA) efforts.

In addition, this Work Program subtask includes technical assistance enabling NCTCOG to respond to ad hoc requests for information and assistance from local governments, transportation authorities, public agencies, Transportation Management Associations, and private interest groups. TxDOT technical assistance requests, such as on- or off-system arterial corridor analysis projects that help determine design concept and scope, are similarly included in this element. Tasks performed as technical assistance usually involve special computer processing and rerunning portions of the travel forecast model to determine travel conditions and assumptions as specified in each individual request. This work is often done for local governments in conjunction with consultants retained by the local government to complete a study or project. Anticipated products of this subtask include:

- Travel demand modeling forecasts for study corridor alternatives and alignment analysis;
- Specialized model runs such as select-link analyses and alternative demographic modeling;
- Report of daily volumes, peak-hour volumes, level of service, vehicle miles traveled, ridership totals, boarding and alighting figures, and other travel model data for studies;
- Travel demand modeling forecasts and forecast results reports with supporting tabulations as required for New Starts applications;
- Travel model networks, Geographic Information System (GIS) shape files, and performance reports as model outputs;
- Coordination meetings that monitor and ensure the continued progress of environmental document completion;
- Collection and transmittal of travel model data for potential CDA proposals;
- Environmental study and project updates on the NCTCOG website;
- Feedback to sponsoring agencies on review of document recommendations and design schematics prior to federal action;
- Update to the regional tolling analysis that evaluates potential environmental justice impacts;
- Analysis that quantifies potential environmental justice impacts at the corridor level;
- Written statements of support at public meetings and hearings for corridors;
- Assistance to local toll project entities on feasibility studies for potential toll roads;
- Review of feasibility and corridor study components;
- Evaluation of institutional structures necessary to implement proposed toll roads;
- Public involvement activities;
- Coordination of planning activities with regional transportation partners including TxDOT and NTTA;
- Corridor recommendations consistent with the Metropolitan Transportation Plan, the Transportation Improvement Program, and Regional Transportation Council policies; and
- Documentation to guide incorporation of asset management principles, performance measures, and pilot project recommendations in the preparatory, analysis, and decision-making efforts for updates to the Metropolitan Transportation Plan, Congestion Management Process, and the Transportation Improvement Program.

The following is a list of roadway and rail corridor studies in the Dallas-Fort Worth area that may require environmental analysis or other feasibility assistance and would be funded with Transportation Planning Funds. These studies will be conducted based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is not exhaustive of all potential corridor studies but is included as a guide for projects on which assistance is currently ongoing or is anticipated.

- IH 35/IH 35W – Denton County
- IH 35W – Tarrant/Johnson County
- IH 30 – Tarrant County
- SH 121 – Tarrant County
- IH 820/IH 20/US 287 – Tarrant County (Southeast Connector)
- SH 170
- SH 161/SH 360 Toll Connector
- IH 20 (East Tarrant County)
- SH 114 (Tarrant County)
- SH 199
- US 287 Tarrant County
- SH 360

Other Funding Sources

Texas Department of Transportation funds will also be utilized to carry out the work activities noted above, as well as corridor-level mobile source air toxics analyses. The following projects will be performed using Texas Department of Transportation funds:

- US 75 – Dallas/Collin County
- US 80/IH 30 (Dallas/Rockwall/Kaufman/Hunt Counties)
- US 380 – Collin/Denton Counties
- IH 635 East
- City Map (Downtown Dallas Freeway Coordination Study)
- SH 190 East Branch
North Texas Tollway Authority Feasibility Studies

Other Funding Sources

During both FY2020 and FY2021, NCTCOG will assist NTTA in providing travel demand modeling for current and future corridor feasibility studies, environmental documents, air quality impact analyses, and traffic and revenue forecasts. NTTA funds have been provided through an inter-local agreement between the two agencies to support this element for corridors listed in the Metropolitan Transportation Plan, as well as other potential NTTA corridors being considered for inclusion in future MTPs. NCTCOG will employ the Dallas-Fort Worth Regional Travel Model to provide technical data to NTTA in the analysis of new toll or managed facilities, operational enhancements, capacity improvements, or reconstruction of existing toll roads. Anticipated products of this subtask include:

- Technical data from the travel model including daily volumes, peak-hour volumes, levels of service, and vehicle miles traveled for use in the refinement of corridor recommendations; and
- Corridor-level mobile source air toxics analyses.

The following is a list of ongoing and potential feasibility or traffic and revenue studies for NTTA:

- Dallas North Tollway Extension (US 380 to Grayson County)
- SH 190 East Branch (IH 30 to IH 20)
- President George Bush Turnpike (Multiple Segments)

This list is not exhaustive of all potential toll facilities or toll-related roadway improvements. The list is also not presented in any sort of order of priority or importance. It is included as a guide for possible projects for which assistance may be requested. Project list revisions, as required, may be made by mutual agreement by NTTA and NCTCOG.

Strategic Corridor Initiatives

Other Funding Sources

Under this initiative, NCTCOG staff will continue to provide technical, planning, and environmental assistance to transportation agencies and the Regional Transportation Council to help advance critical regional projects through development, approval, and implementation as soon as possible. The goal of this program is to help improve life-cycle functionality and reduce cost escalation due to inflation, alleviate congestion faster, assist in meeting air quality goals, and ensure incorporation of asset management and congestion mitigation strategies/principles. As regional roadway and freight/passenger rail projects continue to increase in complexity, scope, and impacts, the NCTCOG Transportation Department has identified a need to expand its involvement beyond its current planning and programming functions to improve project implementation in the Dallas-Fort Worth region.

Throughout FY2020 and FY2021, the program activities will provide assistance to advance all surface modes of transportation, including passenger rail, freight rail, and roadway improvements, particularly on those projects that deal with multiple transportation modes and asset management initiatives. Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, Regional Transportation Council Local funds, and Transportation Development Credits will support this effort. Work products will vary depending on the work performed and could include:
Meeting summaries;
Comment review; and
Technical memorandums.

The following is a list of roadway corridors that may be studied in this element:

- IH 820/SH 121
- SH 183
- IH 635 East
- State Loop 9
- SH 114
- Outer Loop
- IH 30 -- Rockwall County/Hunt County
- IH 20 – Dallas/Tarrant County
- IH 20/IH 30 – Parker/Tarrant County
- IH 35E – Dallas County
- IH 35E – Ellis County
- IH 820 West – Tarrant County
- SH 360 – Tarrant County
- US 175 – Dallas County
- US 380 – Collin/Denton County
- US 75 – Collin/Dallas County

Collin County Strategic Transportation Initiative

Other Funding Sources

Carrying over into FY2020 and FY2021, work efforts on this initiative include developing a multimodal Collin County plan with emphasis on north-south capacity and east-west connections to Hunt County. Assistance through the University Partnership Program (UPP) will be utilized to estimate the travel impacts of transportation projects under consideration, with a benefit/cost analysis and an economic impact analysis to evaluate the economic implications of potential transportation improvements in Collin County.

Also carrying over from FY2019, are efforts focusing on identifying potential improvements to the IH 30, US 380, and SH 66 corridors; as well as identifying recommended changes to the Hunt County Transportation Plan regarding access to Collin County.

Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support these efforts. Anticipated deliverables include:

- Travel demand modeling;
- Report of daily volumes, peak-hour volumes, levels of service, vehicle miles traveled, and other travel demand model data;
- Presentation of results to local government officials;
- Draft technical memorandum detailing methodology and results of analysis; and
- UPP report on the benefit/cost ratio and other economic analysis results to help decision makers evaluate the value of an investment and prioritize projects.
Harry Hines Boulevard Corridor Study from Loop 12 to Downtown Dallas

Other Funding Sources

In FY2020 and FY2021, NCTCOG will develop a corridor plan for Harry Hines Boulevard from Loop 12 to downtown Dallas. The purpose of this study is to develop a context sensitive design with modern engineering concepts to provide multimodal transportation options and to increase the sustainability/livability in the corridor. Work efforts will be supported through Surface Transportation Block Grant Program funds and Transportation Development Credits. Consultant services may be used to support this study. Anticipated products include:

- A corridor plan for Harry Hines with an emphasis on sustainable development and providing multimodal transportation and technology options.

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, 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. Regional Transportation Council Local funds will also be used to support travel and associated costs for implementation of high- or higher-speed passenger technology.

The following products will be delivered during FY2020 and FY2021 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.
High-Speed Passenger Technology Core Express Service

Other Funding Sources

The Regional Transportation Council has secured Surface Transportation Block Grant Program funding, to be matched with Transportation Development Credits, to support the development of high-speed passenger technology between Dallas and Fort Worth. These dollars and credits will be utilized by NCTCOG to lead the initiative to complete the Environmental Impact Statement on the Core Express Service project. Consultant assistance will be utilized. Anticipated products include:

- Final Environmental Impact Statement; and
- Record of Decision.

Regional People Mover Initiative

Other Funding Sources

Throughout the Dallas-Fort Worth region, many opportunities exist for an appropriate technology to serve as a “last mile” connection or distribution system within a mixed-use activity center area. During FY2020 and FY2021, NCTCOG staff, working in collaboration with the many project opportunity owners, stakeholders, and local government and transportation authority partners, will identify the merits of alternative people mover technologies available and assess each regional project opportunity for unique needs, including similarities and synergies. Consultant assistance will be utilized for this initiative. Surface Transportation Block Grant Program funds and Transportation Development Credits will be used. The following products will be delivered as the result of work done on this project:

- Technical memorandums covering evaluation of alternative people mover technologies; and
- Technical memorandums evaluating the needs of the various regional people mover project opportunities.

M-Line Extension Feasibility Study

Other Funding Sources

During FY2020 and FY2021, and in coordination with the McKinney Avenue Transit Authority, the city of Dallas, DART, and other stakeholders in the area, NCTCOG will conduct a feasibility study for an extension of the M-Line Trolley to connect Uptown with the Knox-Henderson neighborhood. The feasibility study will recommend alignments and stops; evaluate the cost of implementation, operation, and maintenance; identify potential funding sources; and develop a preliminary implementation schedule. Consultant assistance may be used for this initiative. Funding source is Surface Transportation Block Grant Program funds and Transportation Development Credits. Anticipated products include:

- Ridership estimates;
- Preliminary environmental analysis; and
- Technical reports.
Regional Passenger Rail Innovative Finance Initiative

Other Funding Sources

During FY2020 and FY2021, NCTCOG staff will further investigate innovative funding and implementation opportunities for regional passenger rail systems. NCTCOG staff will coordinate efforts with DART, DCTA, and Trinity Metro, as well as representatives from local government, state, and federal agencies; property owners and developers to investigate the possible funding options. NCTCOG, working with stakeholders, will explore options under state and local laws for project implementation, and financial and governance structures to advance all regional passenger rail projects. Efforts will include, but are not limited to, the Frisco passenger rail corridor. Work on the Frisco passenger rail corridor will be carried out under Subtask 3.04. Consultant assistance may be utilized for this initiative, and Regional Toll Revenue funds will be used. The following products will be delivered as the result of work done on this project:

- Technical memorandums documenting analysis related to project implementation, and financial and governance structure options; and
- Mapping of potential alignment alternatives.

Conversion of Freight Rail to Regional Passenger Rail

Transportation Planning Funds

Throughout the Dallas-Fort Worth region, several opportunities exist to provide passenger rail service in existing freight rail corridors. During FY2020 and FY2021, NCTCOG staff will analyze opportunities within the region where potential passenger rail service may be feasible sometime in the future, and what local governments can do to preserve the corridor and develop compatible land use and economic development options. The activities will include collaboration with many project opportunity owners such as private industry, transportation partners, stakeholders and local government entities: evaluation of corridor feasibility for rail service now and in the future: and how to prepare the corridor by evaluating land-use options that would facilitate future rail service. NCTCOG staff efforts will include analyzing the feasibility of combined or converted operations including opportunities for unique synergy, cost efficiencies and savings, operations efficiencies and transportation system effectiveness. The following products will be delivered as a result of work done on this project:

- Technical memorandums covering evaluation of various scenarios and corridor development alternatives;
- Ridership estimates;
- Technical memorandums identifying project feasibility; and
- Presentations and briefings notes.

Dallas Fort Worth Airport Innovative Transportation Initiatives: Goods Movement, Rail Passenger Connections to the Trinity Railway Express and Hyperloop Feasibility

Other Funding Sources

During FY2020 and FY2021, this study will assess the impact of regional freight movement to and from the Dallas Fort Worth (DFW) International Airport including air cargo and truck traffic using advanced technologies. Expectations from this effort are to reduce congestion and improve air
quality using next generation technology and logistics. This study will also evaluate passenger movements by automated vehicle/rail improvements to and from the southern entrance to DFW International Airport. This will include improved access from the CentrePort station on the Trinity Railway Express (TRE) corridor. With new possible terminal expansion at DFW International Airport, the focus will be to and from the Airport in the southern direction. The study will include opportunities to reduce the need for vehicle parking at the Airport. To help with both goods movement and passenger movement capabilities, the study will address opportunities for Hyperloop technology to and from the Airport in the southern direction. Regional Transportation Council Local funds will be utilized for these initiatives. Anticipated products include:

- Strategic direction on goods movement using latest technologies associated with vehicles, information systems and logistic chains. For example, will the introduction of next generation autonomous vehicles be able to deliver goods directly from the warehouse to the tarmac? This effort will determine if Hyperloop technology can provide for cost-effective delivery of people and goods.
- The evaluation of additional passenger improvements. Passenger Rail exists in two corridors to and from DFW International Airport. A third corridor is already funded and soon to be under construction. This effort will answer the passenger rail movements to and from the south considering a range of technology options. This effort will result in the system connection of four distinct rail corridors impacting the Airport.
- The evaluation of Hyperloop technology. This technology can move people and goods. As a result, this study will evaluate the use of Hyperloop technology to help with the first objective, that being goods movement. In addition, this technology will be evaluated to assist with the second objective, that being passenger movements. The consideration of goods movement and passenger movements in the same study permits next generation technologies to be considered in addressing today’s problems.

5.02 Subarea Studies and Local Government Assistance

This subtask provides assistance to local governments, including thoroughfare planning support, comprehensive studies, and technical assistance. This includes coordinating with local, regional, state, and federal agencies and assisting in the preparation of environmental and planning documents, as well as working with local governments in developing the transportation component of a city’s comprehensive plan or county-wide transportation plan.

Comprehensive Transportation Planning Studies and Technical Support

Transportation Planning Funds

This subtask is ongoing throughout FY2020 and FY2021, providing an evaluation of multimodal transportation needs within a specific geographic area or along an arterial or transit corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives. A portion of this subtask is dedicated to assisting local governments in developing the transportation component of a city’s comprehensive plan or in the development of citywide transportation plans through the delivery of travel forecasts and technical support for these efforts. This subtask includes technical assistance enabling NCTCOG to respond to ad hoc requests for information and assistance from local governments, transportation authorities, public agencies, Transportation Management Associations, and private interests. Due to the large number of similar requests, NCTCOG will prepare countywide subarea forecasts that can be used to assist local governments with thoroughfare planning needs.
and to answer many technical assistance questions. Additionally, this subtask allows for coordinated planning efforts that provide travel demand model ridership data and technical analysis to local transit agencies.

Specific projects in this work subtask are listed below. The list is not all inclusive, as additional requests may be considered pending staff and resource availability. The timing in which local governments are ready to begin studies and the availability of NCTCOG staff and consultant assistance drive the scheduling of these efforts. Consultant assistance may be utilized to support these studies, and local governments may be responsible for consultant assistance funding. The policies set forth to guide the activity in this Work Program element are contained in Exhibit I-5. This Work Program subtask also provides traffic forecasting and technical support for subtasks conducted by other program areas within the department.

Anticipated products include:

- Countywide subarea forecasts and identification of recommendations;
- Thoroughfare planning guidelines;
- Travel demand modeling for study corridor alternatives and alignment analyses;
- Report of daily volumes, peak-hour volumes, levels of service, vehicle miles traveled, ridership totals, boarding and alighting figures, and other travel model data for studies;
- Collection and transmittal of travel model networks, GIS shape files, and performance reports as model outputs;
- Project updates on NCTCOG website; and
- Incorporation of recommendations into the next Metropolitan Transportation Plan.

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 providing existing data in response to small, ad hoc requests for technical assistance.

**Roadway**

**Category 1**

- **Hood County Transportation Plan (including Chisholm Trail Parkway Extension)**
  A countywide plan will be developed that incorporates land-use planning, traffic count and accident data, demographic projections, travel demand modeling, local government committee assistance, and public involvement.

- **North Tarrant County Transportation Subarea Study**
  This study will focus on an assessment of transportation needs in northwest Tarrant County. This effort will include a review of current and future traffic volumes, with attention given primarily to the regional arterial system in regards to connectivity and capacity needs.

**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 Parkway 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 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
• City of Celina Comprehensive Plan

Category 3

• Technical Assistance

Transit

Category 1

• No projects at this time

Category 2

• No projects at this time

Category 3

• Technical Assistance

Collin County Outer Loop

Other Funding Sources

Ongoing throughout FY2020 and FY2021, NCTCOG will continue to assist Collin County with the development and implementation of the proposed Collin County Outer Loop. This includes coordinating with local, regional, state, and federal agencies and assisting in the preparation of environmental and planning documents. Regional Toll Revenue funds will be utilized to support this effort, and consultant assistance will be utilized. Anticipated products include:

• Local environmental documents working in collaboration with Collin County staff and consultants.
Dallas Strategic Mobility Plan

Other Funding Sources

Carrying over from FY2019, the Strategic Mobility Plan for the City of Dallas will continue in FY2020 and is designed to coordinate and integrate existing and previous plans into one cohesive and strategic vision for the city. The plan, led by the City, will address connectivity and accessibility, safety and reliability of systems, integration of mobility plans and tools, alignment with community characters and land uses, collaboration and partnerships, environmental stewardship, and the timely implementation of goals and objectives. Regional Toll Revenue funds and local funds will support this effort. Consultant assistance is being utilized. Anticipated products include:

- Community engagement;
- Existing conditions and inventory of existing plans;
- Performance measures to track progress;
- Guiding principles and policies;
- Catalytic transportation project evaluations;
- Scenario planning tool with evaluated scenarios; and
- Action plan with short- and long-term recommendations.

5.03 Land-use/Transportation Initiatives

This subtask is ongoing throughout both FY2020 and FY2021. Work will include various elements, including Sustainable Development Initiatives, Transit-Oriented Development, and Bicycle/Pedestrian Planning, Safety, and Engineering 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 during FY2020 and FY2021 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 technical assistance, 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;
• Online information, training, and education on topics related to Green Infrastructure, Sustainable Resource Efficiency, sustainable zoning, sustainable school siting, and other such topics to assist in growth management and land-use planning;
• Coordination between Independent School Districts (ISDs) and other stakeholders to engage in regional issues related to school siting, safe routes to school, and policy and transportation issues;
• Development of Safe Routes to School plans, training, and education information as well as promotion of Safe Routes to School encouragement activities;
• Technical assistance and best practices related to school siting and transportation connections to schools; and
• Downtown Wylie pedestrian access and streetscape study recommendations;
• Kennedale Parkway corridor multimodal access, streetscape and land-use recommendations for the City of Kennedale; and
• Technical assistance to the City of Dallas for the Hensley Field Redevelopment Master Plan, including monitoring of progress as it relates to military planning activities in North Texas.

Other Funding Sources

Utilizing Regional Transportation Council 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. Anticipated products include:

• Funding programs and coordination on regional sustainability/livability grant initiatives;
• Data collection and performance measure tracking;
• Technical assistance and best practices related to land use/transportation and sustainability/livability topics; and
• Training opportunities for various stakeholders.

Utilizing Surface Transportation Block Grant Program funds and Transportation Development Credits, staff will support efforts related to school siting and technical assistance. Anticipated products include:

• Technical assistance reviewing roadway and active transportation projects impacting schools and analysis of potential school sites;
• Coordination among municipalities and ISDs to establish mechanisms for successful collaboration and partnerships;
• Practical tools for rapidly growing and greenfield cities and ISDs to plan proactively for school siting and safe bicycle/pedestrian access to schools;
• Survey and/or data collection of regional behaviors/perceptions;
• Technical assistance in developing safe routes to school plans;
• Safety and education information; and
• Training opportunities for various stakeholders.

The Regional Transportation Council selected a series of infrastructure/construction, planning, and landbanking projects during three Sustainable Development Calls for Projects (SDCFP) in 2001, 2005-2006, and 2009-2010. Efforts in overseeing pass-through construction dollars will be conducted in conjunction with local governments to better coordinate transportation investments and land use. This program of projects was originally funded by Surface Transportation Program–Metropolitan Mobility funds (now known as Surface Transportation Block Grant Program [STBG] funds), and Congestion Mitigation and Air Quality Improvement Program funds and was established in 2001 when the RTC selected the first Land-use/Transportation Joint Venture
projects. Additional RTC Local funds were programmed to fund these projects through the 2005-2006 SDCFP. Regional Toll Revenue, Surface Transportation Block Grant Program funds, and local funds were allocated to the program with the 2009-2010 Sustainable Development Call for Projects, and Congestion Mitigation and Air Quality Improvement Program funds. Surface Transportation Block Grant Program funds and local funds were allocated to the program with the Sustainable Development Phase IV: Turnback, Context-Sensitive, and Transit-Oriented Development funding initiative in FY2018.

Exhibit VI-1 contains the listing of the sustainable development infrastructure projects still underway. The funds are used to provide:

- Road construction, sidewalks, pedestrian amenities, bike trails, etc.

### EXHIBIT VI-1
**SUSTAINABLE DEVELOPMENT PROJECTS**

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Type</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plano Transit Village</td>
<td>Infrastructure</td>
<td>STBG/CMAQ/RTC Local/TDCs</td>
</tr>
<tr>
<td>Fort Worth Ridglea Village (Westridge)</td>
<td>Infrastructure</td>
<td>CMAQ/RTC Local</td>
</tr>
<tr>
<td>Irving Northwest Corridor</td>
<td>Infrastructure</td>
<td>CMAQ/RTC Local</td>
</tr>
<tr>
<td>Fort Worth West Rosedale Improvements- Magnolia Green</td>
<td>Infrastructure</td>
<td>RTC Local</td>
</tr>
<tr>
<td>Dallas Mockingbird Plaza &amp; Midtown/Central/University</td>
<td>Infrastructure</td>
<td>RTC Local</td>
</tr>
<tr>
<td>Dallas Routh Street Underpass</td>
<td>Infrastructure</td>
<td>RTR/STBG/TDCs</td>
</tr>
<tr>
<td>Dallas Zang Triangle</td>
<td>Infrastructure</td>
<td>RTR/STBG/TDCs</td>
</tr>
<tr>
<td>Dallas Omni Convention Hotel and Convention Center DART Station (Project Paseo)</td>
<td>Infrastructure</td>
<td>RTR/STBG/TDCs</td>
</tr>
<tr>
<td>Dallas Continental Mixed-Use Development</td>
<td>Infrastructure</td>
<td>RTR/STBG/TDCs</td>
</tr>
<tr>
<td>Dallas Collective (La Reunion Town Center) &amp; The Courtyards</td>
<td>Infrastructure</td>
<td>RTR/STBG/TDCs</td>
</tr>
<tr>
<td>Dallas Lake Highlands TOD Multimodal Connectivity Project</td>
<td>Infrastructure</td>
<td>RTR/STBG/TDCs</td>
</tr>
<tr>
<td>Farmers Branch Station Area Sidewalks</td>
<td>Infrastructure</td>
<td>RTR/STBG/TDCs</td>
</tr>
<tr>
<td>Lewisville Old Town Transit-Oriented Development</td>
<td>Infrastructure</td>
<td>RTR/STBG/TDCs</td>
</tr>
<tr>
<td>Mesquite Thomasson Square</td>
<td>Infrastructure</td>
<td>RTR/STBG/TDCs</td>
</tr>
<tr>
<td>Fort Worth South Main Urban Village</td>
<td>Infrastructure</td>
<td>RTR/STBG/TDCs</td>
</tr>
<tr>
<td>Connecting Kennedale: Revitalizing the City Center</td>
<td>Infrastructure</td>
<td>RTR/STBG/TDCs</td>
</tr>
<tr>
<td>Grapevine Hudgins Street Corridor Roadway &amp; Pedestrian Improvements</td>
<td>Infrastructure</td>
<td>Local/STBG/TDCs</td>
</tr>
<tr>
<td>Hurst Bellaire</td>
<td>Infrastructure</td>
<td>STBG/TDCs</td>
</tr>
<tr>
<td>Crowley Main Street</td>
<td>Infrastructure</td>
<td>CMAQ/STBG/Local</td>
</tr>
<tr>
<td>Ennis UPRR Safety Zone</td>
<td>Infrastructure</td>
<td>CMAQ/STBG/Local</td>
</tr>
<tr>
<td>Irving SH 356/Irving Boulevard</td>
<td>Infrastructure</td>
<td>CMAQ/STBG/Local</td>
</tr>
<tr>
<td>Project Name</td>
<td>Type</td>
<td>Funding Source</td>
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<tr>
<td>------------------------------------</td>
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</tr>
<tr>
<td>Lewisville College Street</td>
<td>Infrastructure</td>
<td>CMAQ/STBG/Local/TDCs</td>
</tr>
<tr>
<td>DCTA Intermodal Transit Center</td>
<td>Infrastructure</td>
<td>CMAQ/STBG/TDCs</td>
</tr>
<tr>
<td>Weatherford US 180 (Northern Loop)</td>
<td>Infrastructure</td>
<td>CMAQ/STBG/Local</td>
</tr>
</tbody>
</table>

The 2001 and 2018 projects are coordinated directly between the implementing agencies and the Texas Department of Transportation. Utilizing RTC Local funds, NCTCOG staff will provide oversight for the implementation of the 2005-2006 infrastructure and landbanking projects. Utilizing STBG funds and TDCs, staff will oversee the implementation of the 2009-2010 infrastructure projects and other planning projects that may be assigned that are project/corridor specific. Anticipated products during FY2020 and FY2021 include:

- Implementation and tracking of infrastructure projects;
- Project tracking and technical assistance to local governments developing sustainable development projects;
- Work scopes for plan procurements;
- Consultant selection;
- In-house studies on land use/transportation and sustainability/livability topics of regional benefit;
- Coordination on growth and demographics;
- Training opportunities on regional land use/transportation and sustainability/livability topics of benefit to stakeholders;
- Parking analysis of garage and transportation interfaces at various locations;
- Practical tools for curb lane management throughout the region; and
- Continued partnership for the IH 30 Ballpark Park-N-Ride lot to remain open for daily commuters.

**Bachman Lake Area Planning Study**

**Other Funding Sources**

In FY2021, NCTCOG staff will provide planning assistance to the City of Dallas to advance multi-modal transportation coordinated with land use at the convergence of major transportation plans and improvements including modification of major arterial roads such as North West Highway and Harry Hines Boulevard, and the possible second entryway to Love Field Airport. Planning efforts will use stakeholder engagement to identify priorities, goals, and determine areas of further study. Key emphasis of this multi-year study will be placed on addressing safe pedestrian access/facilities along major roadways to create connections to nearby trails, parks, and transit/DART stations; general connectivity of land uses; and coordination with ongoing studies. Consultant assistance may be utilized. Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, and Transportation Development Credits will be utilized to support work activities. In FY2021, anticipated products include:

- Identification of project needs, priorities, and goals; and
- Development of project work scope.
Hickory Tree Road Planning Study

Other Funding Sources

In FY2021, NCTCOG staff will provide planning assistance to the City of Balch Springs for redesign of the Hickory Tree Road corridor to advance context-sensitive design, mitigate congestion, and facilitate future economic growth. Planning efforts will use stakeholder engagement to identify goals and a preferred vision for the corridor, and identify any areas of further study. Key emphases of this study will include connectivity of and safe pedestrian access to amenities, conceptual street design that emphasizes both pedestrian safety and access management, and transportation planning integration with land use to facilitate economic growth. Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, and Transportation Development Credits will be utilized to support work activities. In FY2021, anticipated products include:

- Identification of project needs, priorities, and goals;
- Development of project work scope;
- Community outreach processes; and
- Draft and final plan and recommendations.

Dallas Opportunity Zone 1: North Oak Cliff Planning and Conceptional Engineering Study

Other Funding Sources

This project contains three components within this Opportunity Zone. The first component involves the planning and concept engineering of the Jefferson Viaduct, the Houston Viaduct, the interface thoroughfare street entitled Greenbriar Lane, and the extension onto Jefferson Boulevard. This future system of thoroughfare streets is impacted by the age of the infrastructure, changes to the Dallas levee flood control system, economic development opportunities, and context-sensitive design. The second component involves Eads Avenue, on the eastern side of IH35E. The third component is a program that involves traffic calming and access management. All three of these emphasis areas involve planning and concept engineering. It is anticipated that a majority of this work will be conducted through a procurement process engaging the engineering community. The funding source is Surface Transportation Block Grant Program funds, matched with Transportation Development Credits provided by the Regional Transportation Council. This project is contained in the Transportation Improvement Program and was approved by the Regional Transportation Council in 2019. This item will provide planning assistance to the City of Dallas and is part of a larger system of transportation projects in and near the future high-speed rail station. In FY2021, anticipated projects include:

- Identification of project needs and goals;
- Preliminary work scope for the Viaducts/Greenbriar Lane/Jefferson Boulevard;
- Context-sensitive designs for Eads Avenue; and
- Identification of principles necessary for traffic calming and access management.
Transit-Oriented Development

Other Funding Sources

The Transit-Oriented Development (TOD) program was established to provide education, planning, data collection, and technical assistance to TOD projects. Under this element in FY2020 and FY2021, staff will coordinate with public-sector sponsors to evaluate specific needs for the successful implementation of TOD. Additional work will also be conducted to promote TOD in the region and to develop funding strategies and programs. Staff will analyze local data and identify and develop best practices for development around various transit modes. A regional TOD overall strategy will also be developed with local government participation. Surface Transportation Block Grant Program funds and Transportation Development Credit will be utilized to support these efforts. Anticipated products include:

- Data collection intended to document existing conditions, develop performance measures for long-term transportation and land-use planning for areas surrounding rail stations and other transit-supportive modes;
- Meetings of the regional TOD Task Force to facilitate TOD education/training events and implementation strategies among the cities connected by rail transit and transit agencies;
- Analysis, education, and planning assistance on criteria-related issues such as the impact of the passenger light-rail system on property values in areas near existing rail stations and other transit modes, parking, job-housing balance, typologies, codes, performance measures, and analysis of options for density and design/form-based code zoning;
- Technical assistance to develop market assessments and station area plans to promote TOD in the region; and
- A regional TOD strategy.

DART Red and Blue Lines TOD Planning Study

Other Funding Sources

The Transit-Oriented Development (TOD) Planning Pilot Grant was awarded to NCTCOG in October 2016 to support TOD planning around 28 Dallas Area Rapid Transit (DART) Red and Blue Line Light Rail Stations. The planning work will be coordinated with DART and the Cities of Dallas, Garland, Plano, and Richardson, with NCTCOG administering the grant and leading planning activities. Staff will coordinate with these project partners by hosting meetings, preparing draft scopes of work, and taking part in planning work and data collection as needed. The planning work has three elements: a pedestrian and bicycle last-mile infrastructure study, a parking utilization study, and a survey of TOD residents and employers. Federal Transit Administration funds, Regional Transportation Council Local funds, and other local funds will be used to support work activities. Consultant assistance will be utilized. Anticipated products in FY2020 include:

- An implementation plan for prioritizing and understanding cost to improve last-mile pedestrian and bicycle connections to these rail stations;
- Data collection of parking utilization at specific sites around a sample of the 28 stations and comprehensive policy recommendation related to analysis of that data;
- Survey data collection and analysis of residents and/or employers in the station areas focused on their travel behavior, demographics, and preferences related to TOD; and
- Strategic recommendations for policy adjustment based on data collected and a process for replicating similar data collection and study across the region.
Bicycle and Pedestrian Planning

Other Funding Sources

The focus of this element during FY2020 and FY2021 is to assist in developing, educating on, and promoting bicycle and pedestrian mobility and safety throughout the region. Utilizing STBG funds, FHWA Enhancement Program funds, RTC Local funds, other local funds and TDCs, staff will plan facilities for active transportation modes; support and provide technical assistance to local governments and the Bicycle and Pedestrian Advisory Committee (BPAC); and advance general data collection, mapping, and a regional bicycle and pedestrian count program. Consultant assistance may be utilized. Staff will also develop and provide public education and information related to safety, accessibility, design, and economic impacts of bicycle and pedestrian facilities. Staff will also manage the updated Regional Safety Campaign: Look Out Texans. Anticipated products include:

- Update of the Active Transportation Planning element for Mobility 2050, including the Regional Veloweb, Performance Measures and Targets;
- Implementation of a bicycle and pedestrian monitoring and data collection program in the region and coordination with local governments on initiatives;
- Bicycle and pedestrian facility plans associated with transit-oriented development areas, bicycle and pedestrian transportation districts, and corridor-area plans;
- Design guidelines and best practices for on-street and off-street bicycle facilities and shared-use paths, including policies related to context-sensitive solutions for multimodal accommodations within street rights-of-way;
- Healthy initiatives and air quality coordination data;
- Regional pedestrian and bicycle plans;
- Active transportation funding programs;
- Bicycle and Pedestrian Advisory Committee meetings;
- Bicycle and pedestrian public education, research, and information programs;
- Purchase of automated bicycle and pedestrian count equipment, parts, and services;
- A-Train Corridor Utilization Study in FY2021 with DCTA in FY2021;
- Federal and State Active Transportation Programs which may include Transportation Alternatives Programs such as Transportation Enhancement, Safe Routes to Schools, and Urban Thoroughfares;
- Grant proposals to secure additional program funds or to support regional applications; and
- Technical assistance to cities, towns, and counties including policy guidance, planning studies, data, mapping, technical guidance, and GIS support.

Staff will also oversee the implementation of the Regional Bicycle/Pedestrian Sustainable Development Initiatives projects which utilize pass-through CMAQ funds and TDCs available to local governments for the implementation of various bicycle and pedestrian projects. These projects may include, but are not limited to: spot improvements, safety countermeasures, innovative facilities, street reconstruction and rehabilitation as part of bicycle and pedestrian accommodation projects, multi-use trails, signage, pavement markings, traffic signals, and other supportive infrastructure. Staff oversight activities will be supported by STBG and local funds, and TDCs. Anticipated products include:

- Identification of funding needs and project scopes; and
- General project coordination and project development.
Bicycle and Pedestrian Studies and Engineering

Other Funding Sources

Midlothian-to-Waxahachie Trail Preliminary Engineering: Staff will oversee the preliminary engineering of the Midlothian-to-Waxahachie Regional Veloweb Shared-Use Path from the existing Waxahachie city trail in Getzendaner Park east of IH 35E to near downtown Midlothian. Coordination efforts will include the City of Midlothian, the City of Waxahachie, Ellis County, NCTCOG, TxDOT, and the Union Pacific Railroad. CMAQ funds and local funds will be used to support engineering activities, and STBG funds and TDCs will be used for staff oversight activities. Anticipated products in FY2020 include:

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

Denton-to-Dallas Trail Preliminary Engineering: During FY2020, staff will oversee the preliminary engineering of a Regional Veloweb Shared-Use Path from the existing trail at the Denton County Transportation Authority Hebron Station in Lewisville south to the Campion Trail in north Irving. The project would include connections to two DART stations in Carrollton and the existing Regional Veloweb North Levee trail along Denton Creek in Coppell. In addition to the seven agencies participating in the projects, coordination efforts will also include TxDOT, North Texas Tollway Authority, utility providers, and other public and private stakeholders in the area. CMAQ funds and local funds will be used to support engineering activities, and STBG funds and TDCs will be used for staff oversight activities. Anticipated products include:

• Feasibility and alignment study with preliminary design development schematic;
• Permitting review;
• Estimate of probable construction cost; and
• Construction phasing plan by jurisdiction.

Bomber Spur Trail Preliminary Engineering: During FY2020 and FY2021, 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.

South Dallas Trail Preliminary Engineering: During FY2020 and FY2021, 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.

Fort Worth-to-Dallas Regional Trail Branding Plan: During FY2020 and FY2021, staff will oversee the development of a plan for the Fort Worth to Dallas Regional Veloweb Trail including elements such as tourism and major event infrastructure, wayfinding and directional signage, real-time display counters of trail users, economic development, branding and public education, and implementation. The planning effort will include the cities of Arlington, Dallas, Fort Worth, Grand Prairie, and Irving. Regional Transportation Council Local and local funds will be used to support consultant activities, and Surface Transportation Block Grant Program funds and Transportation Development Credits will be used for staff oversight activities. Anticipated products include:

- Plan for infrastructure, signage, development opportunities, branding and public education, and user count equipment, and
- Implementation plan and strategies.

City of Irving Bicycle Plan: During FY2020 and FY2021, staff will oversee the development of a citywide Bicycle Plan for the City of Irving focused on a seamless network of on- and off-street bicycle facilities integrated with the public transportation and the thoroughfare network. The Plan will include stakeholder involvement and analysis of the existing and planned bicycling/public transportation infrastructure network, including gaps in the network, crash data, and technology options. Consultant assistance will be utilized to support planning activities. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- City-wide bicycle network plan; and
- Project prioritization, implementation plan, and funding strategies.

Regional Pedestrian and Bicycle Safety Campaign

Other Funding Sources

During FY2020 and FY2021, staff will continue to manage and promote the Look Out Texans safety and education campaign. The campaign is intended to inform, encourage, and educate people of various ages, races, and backgrounds about the benefits of multi-modal transportation and promote a culture of safety around active transportation in the region. STBG and local funds will be used to support the campaign activities, and STBG funds and TDCs will be used for staff oversight activities. Deliverables will include:

- Various education and outreach products which may include billboards, radio ads, print material, social media, bus wraps, etc.; and
- Updates to the Look Out Texans Website.
Regional Pedestrian and Bicycle Safety Plan

Other Funding Sources

Carrying over from FY2019, efforts will continue in FY2020 on the development of a regional pedestrian and bicycle safety plan to improve safety for the region’s pedestrian and bicycle transportation network. The plan will also serve as a template for the preparation and implementation of local agency pedestrian and bicycle safety plans. This initiative will be funded with Surface Transportation Block Grant Program funds and Transportation Development Credits. Consultant assistance may be utilized. Anticipated products include:

- Analysis of crash data and the contributing factors for pedestrian and bicycle crashes/fatalities throughout the region;
- Recommended countermeasures to improve safety for the region’s pedestrian and bicycle transportation network;
- Recommended engineering, enforcement, education, and evaluation activities to implement across the region; and
- A framework for local agency pedestrian and bicycle safety plans.

Regional Parking Management Tools and Strategies Program

Other Funding Sources

Parking management at the regional level is meant to improve the efficient use of parking spaces and coordinate the land-use elements of parking with its transportation impact. During FY2020 and FY2021, this program will develop data-driven tools and strategies to support public-sector management and programing of parking at various multimodal locations. Staff will lead planning activities and regional coordination with partner entities who set parking policy. Surface Transportation Block Grant Program funds and Transportation Development Credits will support work activities. Data collection and other consultant services may be required. Anticipated products include:

- Parking Management technology guidance;
- Development of parking management guidance, plans for strategic areas and pilot policy and program implementation;
- Analysis of parking use and data collection within areas of interest;
- Coordination of integrated parking management studies with land-use planning; and
- Identification of strategies for transitioning parking with technology-driven transportation systems.

Smart Transit Corridors and Walkable Places

Other Funding Sources

Expanding transportation choices requires coordinating land use and transportation policy together to most effectively develop or redevelop multi-modal corridors and achieve improved transportation outcomes. Throughout FY2020 and FY2021 this program will focus on multimodal strategies to increase non-single occupancy (SOV) transportation options in the region through coordinated land-use and transportation planning in priority transit corridors and walkable neighborhoods.
Staff will identify the priority locations based on regional data and coordination with partner agency staff. Planning work for applicable corridors and locations may include existing conditions analysis and mapping, visioning, data collection, stakeholder engagement, investigations on best practices, pilot implementation, and development of regional, corridor, or area plans. Surface Transportation Block Grant Program funds and Transportation Development Credits will support work activities. Anticipated products include:

- Suggested improvements for bicyclists and pedestrians to access transit;
- Strategies to reduce multi-modal transportation barriers in key corridors;
- Review of data and opportunities for job/housing balance;
- Tools and strategies to mitigate gentrification;
- Best practices to support mixed income and workforce housing that increase multi-modal trips;
- Examination of economic potential and benefit of transit served and walkable places;
- Collaboration on public-private partnerships to support walkable development;
- Opportunities to leverage landbanking in support of multi-modal transportation infrastructure;
- Education and training events;
- Walkable area and corridor improvement plans;
- Transit corridor and station area plans; and
- Funding and development strategies for select corridors.

**Regional Economic Development Initiatives**

*Transportation Planning Funds*

This element continues throughout FY2020 and FY2021 and will provide planning assistance and transportation demographic technical information and data to support economic development initiatives throughout the metropolitan area. Benefactors of this support may include the office of the Governor; area chambers of commerce; economic development coalitions, authorities and groups; and public-private sector partnerships when working to attract new business and large industries to the region. Transportation Planning Funds will be used to support these initiatives, as well as non-federal sources of funding as they become available. Anticipated projects include:

- Maps;
- Travel times;
- Traffic counts and volumes; and
- Socio-economic information.

**5.04 Transportation Asset Management**

As defined in federal law, transportation asset management is a strategic and systematic process of operating, maintaining, and improving transportation assets to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair (SOGR) over the lifecycle of these assets at minimum practicable cost. This subtask will involve work efforts to integrate transportation asset management principles within the metropolitan transportation planning process.
**Asset Information Planning Tool Development:**

*Transportation Planning Funds*

This element will involve the development of an asset information planning tool software with database and visualization features for storing and analyzing transportation asset data. Work efforts will involve the identification of asset data that is readily available from internal and external sources, prioritizing the asset data (asset types, attributes, etc.), and collecting and organizing the asset data. Additional activities will include evaluation of options for collecting additional data, implementing outreach to increase awareness of this tool, and integrating congestion mitigation strategies from the Congestion Management Process (CMP). Work will be ongoing throughout FY2020 and FY2021 and the following products will be delivered as the result of work done on this element:

- Integration of the data fields from the corridor fact sheets from the Congestion Management Process Update documentation into the planning tool;
- Ongoing coordination with program areas to maintain the planning tool to keep data current and reliable; and
- Documentation to guide incorporation of planning tool information and reports into updates to the Metropolitan Transportation Plan, Unified Transportation Program, and Transportation Improvement Program.

*Other Funding Sources*

This element will also utilize Surface Transportation Block Grant Program funds and Transportation Development Credits to assist with the development of the planning tool. Once the planning tool is in place, it would be maintained and upgraded by NCTCOG staff. Consultant assistance will be utilized. Anticipated products include:

- Development of a work program and request for proposals for the selection of a consultant to assist with the development of the planning tool software;
- Management and oversight of the consultant contract and invoices;
- Development of a planning tool software and website application that produces maps, tables, reports, and fact sheets which will highlight asset management data analyses and congestion mitigation strategy implementation and effectiveness; and
- Training classes, workshops, and instructional materials (user’s guide) for internal and external users of the planning tool.

**National Highway System (NHS) Infrastructure Performance Measures and Transportation Asset Management Plan (TAMP) Coordination and Reporting**

*Transportation Planning Funds*

Existing federal regulations now require that the Texas Department of Transportation (TxDOT) and the North Central Texas Council of Governments (NCTCOG) coordinate on the establishment and reporting of performance targets for pavement and bridge conditions on the National Highway System (NHS). The NHS includes all Interstate Highways and other roadways designated by the US Department of Transportation (USDOT) as important to the nation’s economy, defense, and mobility. NCTCOG has the discretion to support TxDOT’s NHS pavement and bridge targets (i.e., agree to plan and program projects so that they contribute toward the accomplishment of TxDOT’s established targets) or to establish its own quantifiable NHS pavement and bridge targets specific to its metropolitan planning area.
In addition to complying with NHS infrastructure performance measures, TxDOT is required to develop and implement a Transportation Asset Management Plan (TAMP) for the National Highway System (NHS) to preserve or improve asset condition and system performance as part of the National Highway Performance Program (NHPP). TxDOT has prepared a TAMP that not only focuses on pavement and bridge conditions on the NHS but also addresses the entire State Highway System. The scope of this TAMP includes asset management objectives and performance measures, life-cycle planning, risk management; financial planning, and performance gap analyses. To assist TxDOT with TAMP implementation, this element highlights the supporting role of NCTCOG to provide assistance to TxDOT to collect data and to disseminate TAMP findings to local jurisdictions with NHS roadways.

Improved asset management requires acknowledgment and engagement of the various environmental and economic risks that can affect infrastructure vulnerability and longevity. A durable system not only reduces the probability of component failure but also reduces the potential extent and severity of overall destruction, service interruption, and recovery time as the result of major disruptive events such as severe weather (e.g. flooding, drought, extreme heat, etc.). To that end, this element also includes an initiative with the University Partnership Program (UPP) to appraise the endurance dimensions of transportation infrastructure in North Central Texas. This work will form the basis for conducting systemwide multilevel criticality and vulnerability assessments, establishing customized durability enhancement tactics, and developing decision-making and/or economic justification tools to aid in prioritization of multimodal durability measures and strategic projects, as appropriate.

Work will be ongoing throughout FY2020 and FY2021 and the following products will be delivered as the result of work done on this element:

- Collection and analysis of NHS pavement and bridge data in coordination with TxDOT and local jurisdictions with NHS roadways;
- Establishment and reporting of NHS pavement and bridge performance targets in coordination with TxDOT and in accordance with federal deadlines;
- Distribution of presentations and reports to guide incorporation of NHS infrastructure performance measures and TAMP findings into updates to the MTP and TIP; and
- Development and maintenance of a web page on NHS infrastructure conditions and TAMP compliance, including status updates, meeting materials, and resource information.
- Creation of multilevel color-coded vulnerability analysis and condition ratings maps for existing and future regional transportation infrastructure modes; and
- Formulation of a multilevel asset endurance measurement model customized for North Central Texas infrastructure and environmental characteristics, yet consistent/compatible with USDOT parameters concerning TAMP and other performance management requirements.

5.05 Congestion Management Planning and Operations

The Regional Transportation Council (RTC) has selected the following congestion management planning efforts and operational strategies through a series of funding initiatives. The strategies listed below are congestion management directives and special projects that NCTCOG is responsible for implementing and/or administering. Efforts in this subtask will be conducted in conjunction with local governments for better coordination of transportation operations and investments.
Congestion Management Process (CMP) Documentation and Compliance

Transportation Planning Funds

As defined in federal guidelines, the Congestion Management Process is a regionally coordinated approach that provides accurate, up-to-date information on measuring congestion levels and assessing strategies for addressing congestion that meets state and local needs. A CMP is required in urbanized areas with population exceeding 200,000, known as Transportation Management Areas (TMAs). In TMAs designated as ozone or carbon monoxide non-attainment areas, federal regulations prohibit the programming of federal funds to projects that result in a significant increase in carrying capacity for single-occupant vehicles (SOVs) unless such projects can be justified and incorporate any reasonable travel demand management (TDM) and transportation system management and operation (TSM&O) strategies identified in the CMP.

The updating and maintenance of the CMP documentation for the Dallas-Fort Worth Metropolitan Area is a major element of this Work Program subtask. While the wide range of higher-cost capacity expansion projects and other major infrastructure investments identified in the MTP are needed to meet long-term transportation demands, the CMP focuses on identifying a range of lower-cost, short-term strategies for addressing congestion on the most congested roadway corridors in the region. In addition to TDM and TSM&O strategies, the CMP identifies Asset Optimization strategies where corridor deficiencies and performance gaps can be addressed within the existing right-of-way using lower-cost operational and capital improvement strategies that are more cost-effective and quicker to implement than higher-cost capacity expansion projects.

Work will be ongoing throughout FY2020 and FY2021, and the following products will be delivered as the result of work done in this element:

- Completion of the CMP Update documentation;
- Presentations and maps utilizing CMP data and information;
- Completion of justification analysis and CMP commitment identification for non-exempt single-occupancy vehicle (SOV) capacity-increasing projects submitted for Transportation Improvement Program (TIP) funding;
- Quarterly and other reports to the policy and technical committees to document CMP strategy commitments;
- Coordination meetings with TxDOT and other implementing agencies of significant SOV capacity-increasing projects to ensure CMP strategy commitments;
- Integration of corridor-specific CMP strategies into updates to the Metropolitan Transportation Plan and the TIP, and within corridor and environmental studies initiated through Subtask 5.01; and
- Development and maintenance of a web page on the CMP and related strategies, including status updates, meeting materials, and resource information.

Transportation System Management and Operations

Transportation Planning Funds

This program is ongoing throughout FY2020 and FY2021, supporting development of regional Transportation Systems Management and Operations (TSM&O) strategies. It includes strategies such as intersection and signalization improvements, grade separation, freeway bottleneck removal, and Intelligent Transportation Systems (ITS) which will be developed to reduce travel time
and enhance system reliability. Anticipated products through the use of Transportation Planning Funds include:

- Monitoring, update, and evaluation of regional TSM&O plans, policies and projects outlined in the Metropolitan Transportation Plan (MTP) and Congestion Management Process (CMP);
- Evaluation of TSM&O projects for inclusion in the Transportation Improvement Program (TIP) consistent with the Regional ITS Architecture;
- Support and assistance to regional partners to plan strategies and promote cooperation and participation in committee meetings;
- Development and monitoring of the implementation of ITS plans, policies, and projects in coordination with regional partner agencies;
- Evaluation and implementation of vehicle and infrastructure technology; and
- Monitoring and assessment of Metropolitan Transportation Plan Policy Bundles survey for TSM&O-related survey components.

**Other Funding Sources**

This program also uses Surface Transportation Block Grant Program (STBG) funds, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Regional Toll Revenue funds, Texas Department of Transportation funds, and Transportation Development Credits (TDCs) to support activities in this area. Consultant assistance may be utilized. Anticipated products include:

- Agreements for regional communication, infrastructure, and information sharing including the Memorandum of Understanding between the Dallas-Fort Worth regional ITS partner agencies;
- Identification and documentation of standards for interagency communication of data and video, and the implementation of Center-to-Center-related software and requirements to facilitate information sharing between agencies;
- Update of the Regional ITS Architecture and development of associated plans and documents;
- Evaluation and implementation of vehicle and infrastructure technology;
- Identification of needed ITS integration;
- Collection and verification of data ensuring that devices and systems are operated and maintained at a level to detect and report accurate information (i.e., speeds, counts, and other data items);
- Evaluation, improvement, and implementation of the 511DFW System with outreach and communications planning and educational services to enhance public awareness and use of 511DFW;
- Evaluation and integration of 511DFW System with other relevant systems operated within NCTCOG and by partner agencies;
- Review of statements of consistency with the Regional ITS Architecture;
- Staging of wreckers and other ancillary services for incident clearance and operational improvements;
- Strategies to integrate operations and rapidly clear collisions and stalled vehicles to improve roadway efficiency; and
- Accumulation of video footage of signage along the region’s limited access roadway facilities, and the evaluation of this footage to identify deficiencies and improve wayfinding.
Development of Regional and Corridor-Level TDM Strategies

Transportation Planning Funds

This element is ongoing throughout FY2020 and FY2021, providing for the planning and development of regional travel demand management (TDM) strategies including, but not limited to, employer trip reduction, carpools/vanpools, park-and-ride, and transportation management associations. This element also supports the development of regional TDM strategies in the Metropolitan Transportation Plan. Regional travel demand management strategies identified in the CMP will be applied on a regional level, and additional travel demand reduction strategies will then be evaluated for their application on the corridor and subarea levels. At the project implementation level, TDM projects are monitored so they can be added to the regional Transportation Improvement Program at the appropriate time with respect to the single-occupancy vehicle facility implementation. Anticipated products include:

• Monitoring of regional TDM goals and strategies outlined in the Metropolitan Transportation Plan and the Congestion Management Process document;
• Monitoring and assessment of Metropolitan Transportation Plan Policy Bundle surveys for TDM-related survey components;
• Maintenance of and updates to the Regional Park-and-Ride Inventory database and map;
• Quarterly Regional Transit Coordination meetings with Dallas Area Rapid Transit, Denton County Transportation Authority, and Trinity Metro; and
• Development and implementation assistance efforts for new and/or recently established Transportation Management Associations.

Special Events

Other Funding Sources

This program is ongoing throughout FY2020 and FY2021, providing planning and implementation activities for various transportation service needs for special events. NCTCOG continues coordination and technical support for local governments, transportation providers, and other key stakeholders in North Central Texas regarding the regional coordination of special event management plans and critical infrastructure needs to support these events. Surface Transportation Block Grant Program funds and Transportation Development Credits will support this initiative. NCTCOG staff will provide oversight of this program. Anticipated products include:

• An inventory of major special events in the region;
• Coordinated regional partner involvement;
• Implementation of coordinated congestion management strategies associated with special events;
• Identification of funding sources or shared resources, and funding agreements executed with regional partners to implement projects; and
• Committee meetings.
Managed Lane Technology Assessment

Other Funding Sources

This element is ongoing throughout FY2020 and FY2021. To facilitate efficient operation and toll collection on the managed lanes, the region desires that a technology-based system be implemented to verify auto occupancy. The region plans to utilize advanced technology for vehicle occupancy detection and verification, as well as other equipment to improve the safety and operations of managed lanes. As part of this task, staff will provide public outreach and education regarding High Occupancy Vehicle (HOV)/managed lane pricing. Staff will also work with regional partners to implement occupancy-based tolling and dynamic pricing. This element also supports NCTCOG’s membership in, and support for research under, FHWA’s High Occupancy Vehicle/Managed Use Lane Pooled Fund Study. Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, Texas Department of Transportation funds, and RTC Local funds will be used to support these activities. Anticipated products include:

- Coordination and meetings with partner agencies as needed;
- Public outreach and education on HOV/managed lanes;
- Implementation and testing of pilot for technology to detect auto occupancy;
- Implementation and integration of technology to detect/verify auto occupancy on HOV/managed lane system; and
- Support for and participation in FHWA High Occupancy Vehicle/Managed Use Lane Pooled Fund Study.

Traffic Incident Management Training

Other Funding Sources

This program is ongoing throughout FY2020 and FY2021, providing training for agencies responsible for managing and clearing traffic incidents. This training has been demonstrated to improve responder and motorist safety, and to reduce significantly the length and size of roadway closures. The Dallas-Fort Worth area was the first area in the nation to formalize the training process to reach out to all responders and generate improvements in the management of traffic incidents. The goal of NCTCOG Traffic Incident Management (TIM) training is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. By implementing best practices techniques throughout the region, clearance times can be reduced by as much as 40 percent. Such an improvement will reduce the impact of congestion, improve regional air quality, and improve the safety and efficiency of travel for all residents and visitors in the area. Congestion Mitigation and Air Quality Improvement Program funds, local funds, and Transportation Development Credits support this program. Consultant services may be utilized. Anticipated products include:

- Program management and oversight for the TIM Training Program;
- TIM First Responder and Manager’s Courses and TIM Executive Level Courses;
- Quick Clearance Crash Reconstruction Training workshops;
- Annual TIM Self-Assessment, performance tracking and coordination activities;
- Incident Management Equipment Purchase Call for Projects;
- Commercial Vehicle Enforcement (CVE) Equipment and Training Program development and CVE Working Group oversight; and
• Support of general training, educational projects and initiatives that promote the implementation of strategies that mitigate traffic and/or CVE incidents.

Mobility Assistance Patrol Program (MAPP) Administration

Other Funding Sources

This program is ongoing throughout FY2020 and FY2021, and aids stalled or stranded motorists by helping them to move disabled vehicles from the main lanes of regional limited access facilities and ultimately get the vehicles operating or off the facility completely. This support includes minor mechanical and crash assistance, protection to first responders, and the removal of debris. All assistance is provided free of charge to motorists. The MAPP is an essential element to the region’s Traffic Incident Management operations and provides ancillary congestion relief, safety, and air quality benefits.

Mobility assistance patrols are operated by the Dallas County and Tarrant County Sheriffs’ Offices on congested roadway systems in Dallas and Tarrant Counties, and portions of Collin, Denton, and Johnson Counties. The North Texas Tollway Authority (NTTA) operates patrols on NTTA toll facilities throughout the region, and private-sector partners operate patrols on the LBJ and North Tarrant Express Corridors. Surface Transportation Block Grant Program funds, and Transportation Development Credits support this program. Consultant services may be utilized. Anticipated products include:

• Regional program oversight including active coordination and support activities for Dallas and Tarrant County operations, and NTTA and Comprehensive Development Agreement operations;
• Performance tracking, budget monitoring, and patrol route evaluation;
• Evaluation of supplemental funding opportunities and innovative technologies; and
• Assessment of the current program to ensure that the program is operating efficiently.

Regional Trip Reduction and Vanpool Programs

Other Funding Sources

These programs are ongoing throughout FY2020 and FY2021. Both programs are designed to reduce employee commute vehicle trips. The Regional Trip Reduction Program (RTRP) is an educational commute options program aimed at educating large private and public employers in the region about available Travel Demand Management (TDM) programs and strategies that reduce single-occupancy vehicle trips for work purposes. The strategies promoted under the RTRP include rideshare (carpool and vanpool) programs, telecommuting and flexible work-hour programs, transit programs, walking, bicycling and similar strategies. The Try Parking It website, www.tryparkingit.com, the regional commute tracking, ride-matching and commuter reward system application, is a major component of the RTRP.

The Regional Vanpool Program is a major rideshare program for trip reduction, providing a “shared ride” alternative to single-occupancy vehicle travel for commuters traveling long distances or in areas with limited or no fixed-route service. The current Regional Vanpool Program is operated by Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), and Trinity Metro.
Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, Transportation Development Credits, and local funds will be utilized for these programs. NCTCOG staff will provide management, oversight, and implementation of the programs. Consultant assistance will be utilized. Anticipated products include:

- Direct employer outreach to educate employers on available TDM strategies and assist them in establishing and/or strengthening alternate commute programs in the workplace;
- Maintenance and update of the Regional Trip Reduction Guide for Employers;
- Maintenance of the RTRP performance database which includes monitoring and publication of ridership, VMT reduced, and emission reductions performance measures;
- Management and oversight of the Try Parking It Program website and commuter recognition activities;
- Promotion of NCTCOG’s Try Parking It website to increase program recognition and usage;
- Coordination and oversight of regional vanpool program including operational processes, program budget, invoice activities, agreement development activities, and program assessment activities; and
- Management of the Regional Vanpool Managed Lane Toll Reimbursement Program.

Regional Traffic Signal Retiming and Minor Intersection Improvement Program

Other Funding Sources

This program is ongoing throughout FY2020 and FY2021 and targets the improvement of the arterial transportation system, including frontage roads, in the Dallas-Fort Worth region. Efforts will be conducted in conjunction with local governments, Independent School Districts, and/or private-sector companies to identify corridors or intersections to be included. The corridors or intersections will be selected based on several factors including, but not limited to, previously recommended low-cost program improvements, high volumes, regional distribution, previously funded and unfunded projects, safety and local agency needs such as traffic signal software, traffic signal cabinets, traffic signal controllers, battery backup, intersection cameras, detection devices, communications with Traffic Management Center or other intersections, and Global Positioning System clocks. These efforts will generate nitrogen oxide and volatile organic compound emissions reductions to aid in future transportation conformity determinations. Consultant services may be utilized. Congestion Mitigation and Air Quality Improvement Program funds, Texas Department of Transportation funds, other local funds, and Transportation Development Credits support this project. NCTCOG staff will provide oversight of this project. Anticipated products include:

- Call(s) for Projects process for review and approval;
- Subrecipient agreements for pre-approval and execution;
- Recommendation and implementation of major and minor improvements;
- Traffic signal equipment and other procurement;
- Implementation of signal retiming plans including analysis of baseline and improved conditions;
- Monthly progress meetings with consultants, TxDOT and local agencies as appropriate;
- Review of corridor reports, project summary reports, consultant invoices and progress reports; and
- Signal retiming and reimbursement of tolls for closures during IH 30/SH 360 interchange construction.
Communication Efforts for the DFW Connector Pilot Program

Other Funding Sources

The DFW Connector Pilot Program will be ongoing throughout FY2020 and will test strategies to increase TollTag usage in the DFW Connector corridor. Strategies will be tested independently to determine the relative success in increasing TollTag usage that can be applied to other corridors in the region. The strategies will be closely coordinated with the North Texas Tollway Authority. Reports will be finalized on strategies implemented in prior fiscal years such as TollPerks for new TollTag customers, prize giveaways, and preloaded TollTags to targeted areas. Additional strategies of TollTag sales at inspection stations in targeted areas, and TollTag sales at car dealerships in targeted areas, will be implemented. This project will utilize Regional Toll Revenue funds. Consultant assistance and paid media may be utilized when needed. Anticipated products include:

- Increased TollTag usage; and
- Report summarizing strategy results.

Video and Analytics Evaluating Lost Capacity Due to Technology-Related Behaviors

Other Funding Sources

University Partnership Program (UPP) assistance will continue to analyze delay on the transportation system associated with distracted drivers. This study is investigating the assumed driver delay versus actual driver time delayed due to distractions. A survey may be conducted to observe reaction time and analyze if idling, queuing and other reductions of capacity have increased since the onset of technology. The study will determine if different assumptions used for modeling and operations need to be adjusted in order to more accurately reflect actual delay associated with new technology distractions. Surface Transportation Block Grant Program funds and Transportation Development Credits will be used to support this project. Anticipated products include:

- Meeting summaries;
- Comment review; and
- Technical memorandums.

5.06 Regional Freight Planning

Transportation Planning Funds

During FY2020, 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 multiple initiatives and meetings. Anticipated products include:

- 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 FY2020 and FY2021, assessing the impact of truck traffic, rail freight, and other freight movement issues within and through the DFW Region, including planning and implementation activities related to the use of a regional railroad information system to monitor and forecast train traffic conditions for both freight and passenger operations. This task also 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. Consultant assistance may be utilized. University Partnership Program (UPP) assistance will be initiated in FY2021 for a freight economic analysis of transportation infrastructure improvements in the Dallas-Fort Worth region. The objective of this study is to develop an agency-friendly data-supported freight economic analysis framework to identify and quantify the short-term and long-term economic benefits of infrastructure improvements in the region. Surface Transportation Block Grant Program funds in the amount of $7,100,000, Regional Transportation Council Local funds in the amount of $400,000, federal BUILD grant funds in the amount of $2,500,000, and approximately $3,100,000 from regional rail agencies will support the regional railroad information system development and implementation. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support this project for all other work activities. Anticipated products include:

- 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, Truck Bottleneck Analysis 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;
- UPP final report on freight economic analysis of transportation Infrastructure Improvements in the Dallas-Fort Worth region;
- Freight Mobility Plan;
- Corridor studies;
- Roadway/rail crossing assessments; and
- Public outreach and educational programs; and
- Development and initiation of a regional railroad information system in the Dallas-Fort Worth region.

5.07 Transportation System Security and Emergency Preparedness

Transportation Planning Funds

This program is ongoing throughout FY2020 and FY2021, supporting ongoing local, State, and federal initiatives to address transportation system security and emergency preparedness planning. NCTCOG continues a dialogue among local governments and transportation providers in North Central Texas regarding the regional coordination of response plans, response capabilities, and emergency medical services in the event of a major incident. Staff also provides technical transportation data needed to support these planning efforts, as well as to facilitate the coordination of various transportation providers and planning agencies.
NCTCOG’s Transportation Department will continue to support the Emergency Preparedness Department in developing/enhancing regional emergency preparedness capacity as it relates to utilization of Intelligent Transportation Systems or transportation management tools and infrastructure protection by developing a framework for response and contingency planning due to the unexpected loss or intentional removal of roadway capacity. Scenario modeling may identify the impact to parallel or complementary routes for strategic corridors in the region to help determine potential temporary or interim traffic management solutions. Anticipated products include:

- Support and assistance to agency and regional partners including monitoring of activities, promotion of regional coordination, and committee meetings;
- Interaction and cooperation between emergency responders and transportation staff;
- Technical transportation data, performance analyses, and planning services related to transportation security;
- Infrastructure protection measures (identifying regional transportation assets including recommending vulnerability analyses on regional facilities and services; and
- Transportation resource support for mass evacuation events.

5.08 Roadway and Railroad Safety

This subtask is ongoing throughout FY2020 and FY2021, supporting planning efforts to develop safety policies, programs, and projects.

Transportation Safety Planning

Transportation Planning Funds

Staff coordinates with the Regional Safety Advisory Committee, the Texas Department of Transportation (TxDOT), Texas Department of Public Safety, Federal Highway Administration, local governments, and other partners to develop strategies for regional safety planning efforts, data collection, and analysis. These partners also assist in developing policies, programs and projects to improve safety related to the transportation system. Anticipated products include:

- Collection, processing, maintenance, and analysis of regional safety data including: crash data from TxDOT’s Crash Records Information System, fatality data from the National Highway Traffic Safety Administration’s Fatality Analysis Reporting System, and hazardous material spill data from the National Response Center;
- Regional Safety Information System implementation and assessment activities;
- Monitoring and promotion of the implementation of regional intersection improvements outlined in NCTCOG’s Intersection Safety Implementation Plan (ISIP) and the Texas ISIP;
- Regional and federal safety performance measure tracking and reporting activities;
- Safety-related education and training courses for member agencies;
- Implementation of driver safety public education, outreach, and information programs, including a contributing factor public education campaign;
- Oversight of systemic safety improvement funding program activities;
- Oversight and expansion of regional Wrong-Way Driving Mitigation Program; and
- Coordination efforts for the Regional Safety Advisory Committee.
Other Funding Sources

Surface Transportation Block Grant Program funds, local funds, Transportation Development Credits, and grants will also be utilized to support this program. Anticipated products include:

- Regional Safety Information System application tool;
- Driver safety public education, outreach, and information programs including a contributing factor public education campaign;
- Regional roadway safety strategic plan development activities;
- Systemic safety improvement funding program activities; and
- Expansion of regional Wrong-Way Driving Mitigation Program.

Railroad Crossing Coordination

Other Funding Sources

This element is ongoing throughout FY2020 and FY2021 and includes the identification, planning, and implementation of rail crossing projects throughout the DFW region. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support this project. Anticipated products include:

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

5.09 Regional Aviation Planning and Education

This work program subtask includes planning for the regional aviation system and the surface transportation system that links aviation facilities to the region. Mitigation of reckless unmanned aircraft systems (UAS) operations in DFW airspace is also part of this program, in addition to public outreach to help expand and enhance aviation and aerospace education and career skills.

Surface Access to Aviation

Transportation Planning Funds

This element is ongoing throughout FY2020 and FY2021. Work includes data collection and planning efforts to access infrastructure to aviation facilities and associated improvement needs. This item includes a review of travel-time contours, air cargo trends and connectivity, and land-use implications surrounding commercial and general aviation facilities. This project also includes reporting to the Regional Transportation Council and the Air Transportation Advisory Committee, and input into the Metropolitan Transportation Plan (MTP). Anticipated products include:

- Documentation of surface access to aviation impacts;
- Inventory and data collection of infrastructure improvements;
- Analysis and recommendations for infrastructure improvements affecting aviation;
Travel-time contours for commercial and general aviation facilities;
Inventory of surface transportation access to aviation facilities; and
Monitoring and assessment of Metropolitan Transportation Plan Policy Bundles survey for aviation-related survey components.

Regional Aviation System Planning

Other Funding Sources

This element is ongoing throughout FY2020 and FY2021 and includes continuous system planning efforts and implementation of the Regional General Aviation and Heliport System Plan. Ongoing technical assistance to local governments and stakeholders for development recommendations and preservation of the North Central Texas regional aviation system is provided. Coordination with State and federal governments and aviation stakeholders will be completed to provide input to the National Plan of Integrated Airport Systems, the Texas Airport System Plan, and North Central Texas Council of Governments’ documents (such as the Metropolitan Transportation Plan). Airport system evaluation may include demand forecasting and capacity assessments. Consultant services may be utilized. This project is funded through RTC Local funds. Anticipated products include:

- Air Transportation Advisory Committee meetings;
- Stakeholder meetings and associated outreach materials;
- Continued implementation of the Regional General Aviation and Heliport System Plan;
- Aviation system performance measures;
- Collection of geospatial data related to airport infrastructure;
- Geographical Information System (GIS) Web Interface;
- Monitoring of compatible development surrounding airports including obstructions;
- Aviation environmental planning tools such as noise modeling and wildlife tracking;
- Monitoring, coordination and evaluation of the impacts of unmanned aircraft systems (UAS) on the regional aviation system; and
- North Texas UAS Safety and Integration Task Force meetings.

Aviation Education Integration and Outreach

Other Funding Sources

This element is ongoing throughout FY2020 and FY2021 and describes implementation and outreach efforts associated with recommendations from the North Texas Aviation Education Initiative study completed in 2010. Facilitation for development of regional aviation programs, as well as a variety of outreach strategies to local students, will be conducted. These efforts are funded through a combination of grants, RTC Local funds, and industry partnerships. Anticipated products include:

- Participation in aviation advisory committees and presentations to school boards;
- Continued development of a Speakers Bureau;
- Enhancement of the aviation careers-based mentorship program;
- Enhancements to NCTaviationcareers.com;
- Program curriculum development and facilitation;
- Regional workshops with educators, industry stakeholders, and policy officials; and
- Continued promotion of the aviation education gaming app, FLYBY.
5.10 Regional Military and Community Coordination

This Work Program subtask includes the planning and implementation of programs to support regional military and community coordination.

Naval Air Station Fort Worth Joint Reserve Base Land Use and Community Outreach Implementation

Other Funding Sources

Following a 2008 study funded through the Department of Defense Office of Economic Adjustment (DOD OEA) that focused on compatible development near military installations, the Naval Air Station Fort Worth Joint Reserve Base Regional Coordination Committee (RCC) was formed. Participating local governments include, but are not limited to, Tarrant County and the cities of Benbrook, Fort Worth, Lake Worth, River Oaks, Sansom Park, Westworth Village, and White Settlement. The interjurisdictional partnership is based on the identification of actions that can be taken jointly by the community and the installation to promote compatible development and address current and future encroachment as identified through the Joint Land Use Study. The RCC created a Development Review Web tool for communities to discuss proposed developments near NAS Fort Worth JRB. This element is ongoing throughout FY2020 and FY2021. Regional Transportation Council Local and other local funds will be utilized to support activities in this area. Anticipated products include:

- Community outreach meetings;
- Tracking of bills proposed in the state legislature;
- Regional Coordination Committee (RCC) Development Review Web tool project inventory and comments;
- At least four RCC meetings and RCC Officer coordination; and
- Documentation and presentation material for forums, workshops, and meetings.

Regional Military Compatible Use Implementation

Other Funding Sources

The Department of Defense Office of Economic Adjustment (DOD OEA) funds implementation of recommendations from planning studies to maintain military operations and support compatible development surrounding military installations. NCTCOG recently completed a Regional Joint Land-use Study (JLUS), now known as a Compatible Use study, that contained over 150 recommendations. The Regional Military Compatible Use Implementation initiative will involve work with federal and State military installations, the Texas Military Department, local governments, and the business community to implement the study recommendations. This element is ongoing throughout FY2020 and FY2021. Regional Transportation Council Local funds and potentially Department of Defense funds will be used for this project. Anticipated products include:

- Active parcel compatibility management tool;
• Homeowner relations program to inform new residents about quality-of-life issues near military installations and identify resources related to sound attenuation;
• Updates to local government zoning ordinances, future land-use plans, and building codes and statewide local government code to increase compatibility near military installations;
• Improved and formal communications channels for Texas Military Department installations;
• Economic development and transportation projects near Texas Military Department installations;
• Information exchanges between both military installations and local governments within the region and between communities across Texas that participate in the Department of Defense Compatible Use program; and
• Grant management requirements.

5.11 Automated Vehicle Technology

Activities in Subtask 5.11 will plan for the arrival of automated vehicles, focusing on the implications that automated vehicles may have with regard to travel demand, land use, and congestion. Planning tools, including travel forecasting models, are going to need to be able to account for these vehicles in the system. Automated vehicles are no longer only being discussed in the context of automobile passenger travel, but also in freight, transit, and people mover/shuttle systems.

DFW Freight Optimization Corridors

Other Funding Sources
This project will use connected vehicle and related technologies to optimize the flow of trucks between freight hubs and expressways in the region. The freight industry has identified this initiative as a top priority. The Value of Time for goods movement approaches $75 per hour. There are safety, operational, and environmental benefits from reducing the number of truck stops/starts at intersections. This project will focus on intersections with high volumes and proportions of freight traffic. It will use the optimal mix of technologies and data sharing to reduce the number of stops trucks make at signalized intersections. Deployment locations will be selected based on an assessment of potential benefits and costs and after consultation with the responsible local jurisdictions and freight companies. The project will include continual performance monitoring and adjustment to deliver the maximum net benefits. Consultant assistance will be utilized. Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, and Transportation Development Credits will be utilized to support project activities. Anticipated products include:

• Completion of before and after studies of focus intersections;
• Coordination meetings with TxDOT, freight industry, and other public agencies responsible for roadways in the focus areas;
• Evaluation, procurement, and implementation of connected vehicle and other technologies; and,
• Development of data sharing tools that bridge platforms between public- and private-sector stakeholders.
Automated Vehicles: Planning

Transportation Planning Funds

This program is ongoing throughout FY2020 and FY2021 providing planning for the arrival of automated vehicles and determining the impact of such vehicles on the transportation system. Strategies include analyzing the impact of automated vehicles and monitoring legal development relating to automated vehicles. University Partnership Program assistance will be utilized in FY2021 in modeling the impacts of telecommuting on the transportation system and evaluating if and how automated vehicles can improve access to jobs and services for access-deprived populations and areas in Dallas-Fort Worth. Anticipated products include:

- Support for existing NCTCOG programs, including transportation planning and modeling;
- Monitoring of automated vehicle laws and policies;
- Establishment of information clearinghouse for region on automated vehicle issues;
- Planning and coordination of pilot programs advancing the deployment of automated vehicles;
- Liaison on automated vehicle issues with public and private parties; and

Automated Vehicles: Development and Deployment

Other Funding Sources

This program is ongoing throughout FY2020 and FY2021 providing for the development and deployment of automated vehicles and related technologies. Strategies include building an open data infrastructure to support safe deployment of automated vehicles, encouraging shared mobility transportation models to deliver more mobility to more people in the region more cost-effectively, and exploring the benefit of using automated/driverless vehicles and innovative approaches such as transportation network companies to bridge the transportation gap for rural transportation agencies. Consultant and University Partnership Program (UPP) assistance may be utilized to support work activities. This program uses Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, Texas Department of Transportation funds, Regional Transportation Council Local funds and Transportation Development Credits to support activities in this area. Anticipated products include:

- An open data infrastructure for use by automated vehicles;
- Support for shared mobility service delivery models, especially those that increase average vehicle occupancy;
- Development and deployment of automated vehicle technologies in the region;
- Advancement of emerging cellular-V2X, DSRC and other communications technologies;
- Liaison to the Smart City/Smart State program; and
- UPP report on the benefit of using transportation network companies and automated vehicles to bridge the transportation gap for rural transportation agencies.
Updated Regional Automated Vehicle Program (AV 2.0)

Other Funding Sources

This program will be ongoing throughout FY2020 and FY2021 and consists of three elements: (a) Planning—provide planning assistance for public entities that are planning ahead for the deployment of AVs in their communities; (b) Implementation Costs—funding to help public entities cover infrastructure, equipment, safety, public education, and other costs incurred when an AV deployment comes to a community; and (c) Regional Strategic Investments—comprehensive support for AV deployment projects supporting use cases/communities that have not attracted AV developer interest.

The Planning grants will be accessible by public entities that indicate they are interested in future AV deployments. Assistance could include, but is not limited to, traffic modeling, identifying use cases, policy development, public outreach and education, scenario planning, and land-use planning. The Implementation Cost grants will be accessible by public entities with active AV deployments. Eligible costs for reimbursement could include, but are not limited to local government staff and consultant time, infrastructure upgrades, legal services, public education, safety, and software and technical expertise. The Regional Strategic Investments will be selected through a competitive process at a later date. Surface Transportation Block Grant Program funds, and Transportation Development Credits will be utilized. Consultant assistance may be utilized. Anticipated products include:

- Automated transportation planning resources for local partners;
- Reimbursement opportunities for local partners that deploy automated transportation solutions;
- Comprehensive projects that address transportation “pinch-points” in the region that require public intervention; and
- Financial and operational support for local partners hosting an automated vehicle implementation.

5.12 Red River Navigation System Feasibility Study

During the 86th Texas Legislative Session, Texas legislators approved the conduct of a feasibility study by the Red River Authority of Texas on increasing navigation on the Red River between Texarkana and Denison, Texas. This is a partnership effort between the states of Arkansas, Louisiana, Oklahoma, and Texas. During FY2020 and FY2021, NCTCOG will join this partnership and participate in the planning process to extend the study from Denison to the Gulf of Mexico. The extension of the navigable waters could provide the Dallas-Fort Worth region with access to the sea and result in logistics changes for goods movement in the region. The use of the Red River could potentially provide additional freight transport options, divert freight traffic, provide an inexpensive transportation option for bulk freight, provide potential electric power generation, result in possible air quality benefits, and provide an opportunity to partner with the sovereign Indian nations. Regional Transportation Council Local funds will be utilized to support this initiative. Anticipated products include:

- Navigational report on the findings of the study, including a navigation system of locks and dams or other means;
- Presentation of the navigational report to the standing committees of the Texas Legislature having jurisdiction over navigation; and
- Other studies requested by the State of Texas including conceptional engineering and benefit cost studies.
5.13 North Texas Center for Mobility Technologies

Other Funding Sources

The North Central Texas Council of Governments has partnered with the Texas Research Alliance to develop a mobility research center, the North Texas Center for Mobility Technologies (NTCMT), that will bring together North Texas’ top mobility research talent to work on sponsored research projects. Regional Transportation Council Local funds will be utilized to launch this initiative, with contributions from university partners as the initiative progresses. The primary functions and anticipated products of the NTCMT include:

- Readymade research and development network of and for mobility-related companies, municipalities, and other public agencies;
- Attraction of industry and academic talent to North Texas;
- Mobility-related research capabilities within North Texas universities;
- Facilitation of communication and collaboration among the universities with respect to research and development projects and the pursuit/execution of grants;
- Facilitation of university-public sector partnerships on mobility-related projects;
- Facilitation of mobility-related internships for workforce enhancement;
- Acting as a Catalyst for building similar North Texas area university networks in other industry sectors;
- Research and industry reports, regional assessments, white papers, scholarly articles focused on mobility innovation topics; and
- Applications for grants and other prospective funding sources.
### E. Funding Summary

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## Task 5.0 Funding Summary

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¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 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.
VII. Strategic Regional Initiatives

Staff has identified strategic regional initiatives directed toward innovative methods of funding and implementing transportation improvements in the North Central Texas region to offset the decline in federal and State gas tax revenues and help expedite project implementation. One of these non-traditional methods focuses on techniques to capture the increase in the value of real property brought about by the public-sector funding of highway and transit improvements. Staff will pursue funding for these efforts through various sources such as partnerships with transportation providers, as well as State and federal grant opportunities that may arise, which will be categorized as Revenue Center 6 funding when received. A second example is to pay for transportation projects with a portion of the funding commitment to be in the form of a loan. This loan could be repaid through several financial mechanisms including Tax Increment Financing (TIF) district. Other innovative funding approaches like working with the State Comptroller's office in using state retirement funds as a loan to advance project construction resulting in the interest payment being significantly less than the cost of construction index. Below is a summary of the strategic initiatives that will be pursued once available funding is identified.

Transportation Innovative Finance Initiative Opportunities – Building on the work conducted for the Cotton Belt Innovative Finance Initiative, this effort will continue to investigate revenue opportunities for various transportation corridors. This includes High Speed Rail between Dallas and Fort Worth. The Regional Transportation Council is ready to explore regional rail implementation in other corridors in North Central Texas. This also involves projects that have significant impacts in increasing tax revenue for a city resulting in a portion of the transportation funding to be repaid to the Regional Transportation Council resulting in leveraging more money for more projects.

The project will identify viable revenue sources appropriate for both capital and operation and maintenance costs for various proposed transportation infrastructure projects. Proposed transportation infrastructure projects include roadway, public transportation, and multimodal projects. The effort will: (1) analyze various revenue strategies; (2) coordinate with local governments and transportation partners through regularly scheduled meetings; (3) assess the existing conditions and potential opportunities for innovative funding opportunities; (4) evaluate capital and operation and maintenance costs for various projects; and (5) prepare a formal report identifying a recommended funding plan for various projects. The public-at-large will be involved in this process.
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VIII. Overview of Work Program Funding

The work described in this document will be accomplished during the period October 1, 2019 to September 30, 2021. This work will be a cooperative effort between government agencies at four levels – local, regional, state, and federal – and will be funded in some manner by each of the participants. These activities will also involve private-sector groups including citizens, companies, interest groups, and various associations of these three. This Work Program is prepared with requests, guidance, and cooperation from the principal local agencies in the region.

The transportation planning process is a collection of resources that can be called upon by local governments to assist and supplement their capabilities whenever necessary to meet needs for solving increasingly more complex transportation problems. The FY2020 and FY2021 Unified Planning Work Program (UPWP) reflects the Metropolitan Planning Organization’s (MPO) goals to meet MPO planning requirements and guidelines reaffirmed by the Fixing America’s Surface Transportation (FAST) Act; to aid in the implementation of projects contained in the Metropolitan Transportation Plan through an efficient, cost-effective, and equitable system of project programming and prioritization in the Transportation Improvement Program; to develop and implement a regional congestion management process; to continue to support regional efforts to improve air quality; to coordinate regional aviation planning activities; and to assist local governments and transportation providers with various transportation planning activities. Efforts will continue on the monitoring and investigation of new travel forecasting and transportation planning techniques to provide the most efficient and effective solutions available for meeting the region's transportation needs.

Disadvantaged Business Enterprises

Participation by Disadvantaged Business Enterprises (DBE) to plan and provide technical and transportation services is encouraged by the North Central Texas Council of Governments (NCTCOG). In this regard, NCTCOG has established a Transportation Department-wide overall
Disadvantaged Business Enterprise (DBE) goal of 19.4 percent, which is composed of 28.4 percent NCTCOG procurements and 5 percent for subrecipient procurements for participation on the part of socially and economically disadvantaged individuals in USDOT-assisted projects. This DBE goal is effective for Fiscal Year 2020 – Fiscal Year 2022. Contracting opportunities for this goal period include anticipated procurements the NCTCOG Transportation Department will complete, as well as anticipated procurements subrecipients will complete. Examples of subrecipients would include small transit providers, cities, counties, independent school districts, etc. Specific DBE goals are established for each procurement, dependent upon the type of services being procured. As part of ongoing outreach efforts to the consultant community, consultant firms are encouraged to provide their contact, areas of expertise, and DBE certification information to NCTCOG for Request for Proposal (RFP) notifications. In addition, a DBE list is maintained, based on information provided by firms, and provided as part of the RFP. Assurance is also given that, in accordance with Title VI of the Civil Rights Act of 1964, NCTCOG will not discriminate against any person on the grounds of race, color, age, sex, disability, or national origin.

**Proposed Budget**

This section summarizes the budget for the FY2020 and FY2021 Unified Planning Work Program. Financial support for Fiscal Years 2020 and 2021 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), Department of Defense (DOD), Federal Aviation Administration (FAA), 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 FY2020 and FY2021 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 FY2020 and FY2021 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 $8,728,069 in FY2020 and $7,455,075 in FY2021 for a two-year total of $16,183,144. The Federal Transit Administration 5303 funding is $2,920,626 in FY2020 and $2,886,792 in FY2021 for a two-year total of $5,807,418. An estimated balance of $4,629,455 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2019 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 FY2020 and FY2021 UPWP is estimated at $26,620,017.

Transportation Planning Funds in the amount of $23,270,600 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 $5,807,418, the estimated FY2019 FHWA PL 112 fund balance of $4,629,455, and $12,833,727 of Fiscal Years 2020 and 2021 FHWA PL 112 funding. The remaining balance of Fiscal Years 2020 and 2021 FHWA PL 112 funds of $3,349,417 is anticipated to be carried over to Fiscal Year 2022.

UPWP funding is composed of five main revenue centers. Revenue Center 1 consists of planning activities being conducted with formula planning funds and utilizes FHWA PL 112 and FTA 5303 funding for project support. Revenue Center 2 consists of planning activities being conducted with non-formula funds provided by various agencies such as the North Texas Tollway Authority, Federal
Aviation Administration, US Department of Energy, and the Texas Commission on Environmental Quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) [formerly known as Surface Transportation Program – Metropolitan Mobility (STP–MM)] funding are also utilized under this revenue center. Revenue Center 3 consists of Management and Operations, or implementation projects, which are supported
## EXHIBIT VIII-1
### FY2020 AND FY2021 TPF PROGRAMMING SUMMARY

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**Summary of TPF 2021 Funding Levels**

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<td><strong>$11,722,100</strong></td>
<td><strong>$23,656,200</strong></td>
</tr>
</tbody>
</table>
through non-formula implementation funds. These projects are funded primarily through CMAQ and STBGP funds, as well as various local government funding. Revenue Center 4 consists of local air quality and sustainable development implementation and planning projects funded with RTC Local funds. Revenue Center 5 consists of projects to be implemented with Regional Toll Revenue funding (e.g., proceeds from S.H. 121 up-front payment). Revenue Center 6 consists of non-formula implementation activities outlined in Chapter VII, Strategic Regional Initiatives, for which funding will be pursued from various sources such as partnerships with transportation providers, as well as State and federal grant opportunities.

Provided in Exhibit VIII-3 is an inventory of computer hardware, software/licenses, and maintenance items, as well as other equipment anticipated to be purchased or leased during the period of the FY2020 and FY2021 Unified Planning Work Program to support work activities outlined in Tasks 1 through 5 of the Work Program. Also included is the video/web hosting services required to live stream and record/post meetings of the Regional Transportation Council per State legislation, as well as public meetings and other meetings as appropriate. The source of funding utilized to obtain
these items or services is provided in the table, along with the specific Work Program Subtask in which the funding is programmed to accommodate the work activities.

**EXHIBIT VIII-3**
**ANTICIPATED EQUIPMENT/SOFTWARE PURCHASES/LEASES**

<table>
<thead>
<tr>
<th>QUANTITY</th>
<th>DESCRIPTION</th>
<th>ESTIMATED PRICE</th>
<th>FUNDING SOURCE</th>
<th>SUBTASK</th>
</tr>
</thead>
<tbody>
<tr>
<td>65</td>
<td>Computer systems (desktops, portable, tablet)</td>
<td>$166,500</td>
<td>TPF</td>
<td>1.04</td>
</tr>
<tr>
<td>10 131</td>
<td>Computer systems (desktops, portable, tablet)</td>
<td>$25,000 $529,000</td>
<td>RTC Local</td>
<td>1.04</td>
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<tr>
<td>11</td>
<td>Laser printers for network group usage</td>
<td>$61,000</td>
<td>TPF</td>
<td>1.04</td>
</tr>
<tr>
<td>40 7</td>
<td>Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.</td>
<td>$15,800 $2,800</td>
<td>TPF</td>
<td>1.04</td>
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<tr>
<td>33</td>
<td>Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.</td>
<td>$13,000</td>
<td>RTC Local</td>
<td>1.04</td>
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<tr>
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<td>Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)</td>
<td>$38,000 $6,000</td>
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<td>---</td>
<td>Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)</td>
<td>$12,000 $84,000</td>
<td>RTC Local</td>
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<tr>
<td>---</td>
<td>Licenses to traffic simulation and assignment software packages (two “TransModeler” and one “DTA” dynamic)</td>
<td>$6,000</td>
<td>TPF</td>
<td>1.04</td>
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<tr>
<td>---</td>
<td>Two years of software support by Caliper and specific renewal for 50 TransCAD licenses</td>
<td>$150,000</td>
<td>TPF</td>
<td>1.04</td>
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<td>---</td>
<td>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</td>
<td>$80,000 $88,000</td>
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<td>---</td>
<td>Web-based traffic count reporting software, including annual maintenance and support</td>
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<tr>
<td>QUANTITY</td>
<td>DESCRIPTION</td>
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<td>FUNDING SOURCE</td>
<td>SUBTASK</td>
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<tr>
<td>----------</td>
<td>-------------</td>
<td>-----------------</td>
<td>---------------</td>
<td>---------</td>
</tr>
<tr>
<td>--</td>
<td>Audio/video equipment, updates, maintenance, and video/web hosting services for the Transportation Council Room</td>
<td>$150,000</td>
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<td>Greenhouse Gas Emissions Software</td>
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<td>TPF</td>
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<td>Bicycle-Pedestrian Count Equipment</td>
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<td>Computer tablets</td>
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<td>--</td>
<td>Photography equipment</td>
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<td>CMAQ</td>
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<td>--</td>
<td>Video equipment</td>
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<td>DOE</td>
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<td>Public involvement subscriptions</td>
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<td>--</td>
<td>Outreach and educational subscriptions</td>
<td>$50,000</td>
<td>CMAQ</td>
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The Texas Department of Transportation has approved an MPO Revolver Fund through a partnership with the North Central Texas Council of Governments, the Regional Transportation Council (RTC), Dallas County, and the City of Dallas. Federal programs administered by NCTCOG require that costs be incurred and paid prior to seeking reimbursements from TxDOT and/or the appropriate federal agency. The MPO Revolver fund will enable NCTCOG to cash flow the federal programs administered by NCTCOG.

The Unified Planning Work Program will be modified over the course of the fiscal year(s) as additional funds become available. Funding from each source is summarized by task in Exhibit VIII-4. FHWA and FTA funding is summarized under Transportation Planning Funds (TPF).

**Activity Schedule**

Work in the FY2020 and FY2021 Unified Planning Work Program will be ongoing and continuous throughout the two-year timeframe. Work Program tasks conducted for or in cooperation with local agencies are dependent upon their participation in the process and are scheduled accordingly. Some projects, such as preparing the Transportation Improvement Program, can be described as year-round activities when accounting for individual project revisions and their technical and local impact.
reviews. In addition, the performance of consultant studies for local transit operators and cities must be timed in accordance with locally determined priorities, which thus precludes setting a rigid advanced schedule. Task initiation will also depend on special needs or interests and resources available. Consequently, no specific schedule for work tasks has been provided in this Work Program.

EXHIBIT VIII-4
FY2020 AND FY2021 UPWP FUNDING SUMMARY

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Task 1.0 Administration</th>
<th>Task 2.0 Data Development</th>
<th>Task 3.0 Short Range Planning</th>
<th>Task 4.0 Metropolitan Transportation Planning</th>
<th>Task 5.0 Special Studies</th>
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<td>FTA Activities</td>
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<td>44.22.00</td>
<td>44.24.00</td>
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<td>$1,283,020</td>
<td>$22,363,475</td>
<td>$492,500</td>
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<td>RTR</td>
<td>$300,000</td>
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<td>$5,355,400</td>
<td>$1,468,180</td>
<td>$3,278,600</td>
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<tr>
<td>STBG</td>
<td>$1,907,800</td>
<td>$4,295,600</td>
<td>$7,847,300</td>
<td>$3,000,000</td>
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<tr>
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<td>TxDOT</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$2,667,830</td>
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<tr>
<td>Subtotal</td>
<td>$12,256,300</td>
<td>$9,279,820</td>
<td>$87,410,962</td>
<td>$8,272,980</td>
<td>$93,395,940</td>
<td>$210,616,002</td>
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</table>
VIII. Overview of Work Program Funding

Summary of Funding by Task

Summary of Total Funding

[Charts and graphs showing funding distribution by task and source, with colors and percentages indicated.]
IX. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area

In addition to the work outlined in this Unified Planning Work Program (UPWP), other transportation and air quality planning activities will be conducted by various transportation planning and implementation agencies. The Fixing America’s Surface Transportation (FAST) Act metropolitan planning guidelines for preparation of the UPWP call upon Metropolitan Planning Organizations (MPOs) to include in the UPWP a detailed description of transportation and transportation-related planning activities anticipated within the metropolitan area during the period covered by the UPWP, regardless of funding sources. Local governments and transportation agencies throughout the metropolitan area were asked to submit a summary of these anticipated activities. The following information summarizes the efforts that were submitted to the North Central Texas Council of Governments (NCTCOG) for inclusion in this document.

Dallas Fort Worth International Airport

The Dallas Fort Worth International Airport (DFW Airport) will be working with the Texas Department of Transportation on a Landside Simulation and Capacity Planning study. This study will develop an analytical software tool to forecast and evaluate traffic levels for DFW Airport on airport roadway network. In addition, this analytical tool or Predictive Traffic Model will allow DFW Airport to proactively plan for future growth in passenger as well as regional growth in traffic as applied to the Dallas-Fort Worth roadway network. This model also will assist with identifying any mitigations required to ensure efficient traffic flows within the Dallas-Fort Worth roadway network.

DFW Airport is also collaborating with the National Renewable Energy Laboratory (NREL) and Oak Ridge National Laboratory (ORNL) on the Advancing Transportation Hubs Efficiency Using Novel Analytics (ATHENA) project to facilitate long-term planning. Through this project, the national lab team will use supercomputers to develop models of current and future mobility requirements to and
from DFW Airport. The models will be designed to anticipate new mobility choices (e.g. ride share), increased freight, and new dynamics about airport access. The project will develop a “digital twin” of DFW Airport to simulate existing passenger and freight movement, as well as impacts of future capacity expansion scenarios. The model will identify scenarios that maximize the value of mobility in terms of energy, time, and/or cost. NCTCOG is participating in the project team.

City of Fort Worth

The City of Fort Worth is evaluating alternative interchange designs for the intersection of US 287, Harmon Road and North Tarrant Parkway. The existing two-lane bridge over US 287 and single-lane roundabouts on Harmon are reaching the end of their functional life and new infrastructure is needed to accommodate the traffic growth in this area. This interchange alternatives analysis will develop future traffic forecasts based on current land use and full-build-out scenario; study alternative interchange designs including roundabouts, signals, etc.; recommend a preferred alternative; and develop estimated construction costs.

Also, the City of Fort Worth is currently undertaking a $28 million roadway improvement project on Harmon Road from US 287 to Heritage Trace Parkway. The intersection of US 287/ Harmon/North Tarrant is the southern terminus of the roadway improvement project and will ultimately provide connectivity to US 287 and IH 35W.

In addition, the City of Fort Worth currently has 200+ railroad crossings throughout the city. To be prepared for future growth of the city and its infrastructure, the City must coordinate with the freight railroads that provide services in the area and better understand how their future expansion projects affect future city development. The study would evaluate planning projects/efforts from each of the railroads as compared to the City’s Master Thoroughfare Plan. This study would help coordinate and identity the points of interaction such as crossings. This coordination would identify new crossings.
and determine type of crossing (i.e., at-grade or grade separated). Additionally, an estimation of project costs would be desirable to help influence future bond packages.

**City of Richardson**

The Collins/Arapaho Transit-Oriented Development and Innovation District Study is a City-initiated visioning effort for an approximate 1,200-acre area, generally bounded by Central Expressway (US 75), Campbell Road, Plano Road, and Apollo Road. This area is the heart of the Telecom Corridor and has been a job center and hub of technology and innovation in the region and continues to be home to both local and international businesses. The Arapaho Center DART station is located within this District and serves as a major opportunity site for new transit-oriented development.

A sub-study taking place in this area also involves analyzing converting travel lanes on Greenville Avenue into bike lanes and increasing access to the existing DART station while also increasing bicycle facilities to those in the area.

**Dallas Area Rapid Transit**

The Dallas Central Business District Second Light Rail alignment (D2 Subway) will add a two-mile corridor through downtown Dallas. The D2 Subway will expand transit access with five stations along the most job-intensive corridor in Dallas with the most significant potential for high density, mixed-use development. This corridor is part of the greater Central Dallas area covered by The 360 Plan, adopted by the city of Dallas in 2017, which serves as the comprehensive policy guide for the urban core. The city of Dallas will begin its citywide Comprehensive Plan update in the fall of 2020. Incentivizing Transit-Oriented Development (TOD) around Dallas’ 52 light rail stations will be a key topic/focus of the citywide Comprehensive Plan update. The proposed D2 TOD corridor planning project will enable the city and Dallas Area Rapid Transit (DART) to jointly and collaboratively place
special emphasis on TOD planning and implementation along this critical and unique corridor that has the most complex land use, infrastructure and development challenges in the city.

**Trinity Metro**

East Lancaster Avenue in the city of Fort Worth is a major urban highway that was formerly the principal auto-route between Downtown Fort Worth and Downtown Dallas. Currently, East Lancaster is the highest ridership (bus) transit corridor in the Trinity Metro system. The corridor extends from Downtown Fort Worth to the eastern part of the city, providing vital connectivity to jobs, healthcare, and businesses. It will include a walkable and bike corridor that will facilitate modal connectivity. The proposed Transit Oriented Development (TOD) plan will identify opportunities with developers to redevelop the corridor into a transit-supportive, mixed-use, higher-density corridor that provides new housing choices and employment opportunities. The TOD plan will determine the most appropriate locations along the corridor where the extensive vacant and easily re-developable land, oversized parking lots, and aging auto-oriented land uses can be transformed with new infrastructure improvements and zoning regulations to encourage and incentivize TOD. Working with partner agencies, property and business owners, and the local community, the proposed TOD plan will guide growth and development, increase ridership, create an economic revitalization strategy, and establish a phased TOD that supports enhanced transit services.

**Denton County Transportation Authority**

The Denton County Transportation Authority (DCTA) will conduct comprehensive TOD planning along a 25-mile segment of the existing Kansas City Southern (KCS) Rail Line in Denton County, Texas. The study area begins at the University of North Texas and continues southeast through the cities of Denton, Highland Village, and Lewisville, and eastern Denton County - one of the fastest growing regions in the United States. The planning process will provide corridor development policies, station development plans for up to six potential station areas, corridor-specific planning
strategies, financial tools to encourage TOD implementation, and land development policies to encourage transit-oriented market responses. The analysis and recommendations will reflect the TOD and multimodal needs and aspirations of each local community in regard to location, timing, and form in and around potential station locations. The corridor study area is a separate right-of-way for freight rail, is proposed for commuter rail service, and will connect to DCTA's A-train and DART.
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APPENDIX A

POLICY AND TECHNICAL COMMITTEE MEMBERSHIP
Andy Eads, Chair  
County Judge  
Denton County

Rick Grady  
Councilmember  
City of Plano

Cary Moon  
Councilmember  
City of Fort Worth

Roger Harmon, Vice Chair  
County Judge  
Johnson County

Lane Grayson  
Commissioner  
Ellis County

Barbara Odom-Wesley, Ph.D.  
Councilmember  
City of Arlington

Theresa Daniel, Ph.D., Secretary  
Commissioner  
Dallas County

Jim Griffin  
Mayor  
City of Bedford

Stan Pickett  
Mayor  
City of Mesquite

Tennell Atkins  
Councilmember  
City of Dallas

Mojay Haddad  
Board Member  
North Texas Tollway Authority

John Ryan  
Councilmember  
City of Denton

Richard E. Aubin  
Mayor Pro Tem  
City of Garland

Clay Lewis Jenkins  
County Judge  
Dallas County

Will Sowell  
Councilmember  
City of Frisco

Sue S. Bauman  
Board Chair  
Dallas Area Rapid Transit

Ron Jensen  
Mayor  
City of Grand Prairie

Stephen Terrell  
Mayor  
City of Allen

Mohamed "Mo" Bur, P.E.  
District Engineer  
Texas Department of Transportation,  
Dallas District

Jungus Jordan  
Councilmember  
City of Fort Worth

T. Oscar Trevino Jr., P.E.  
Mayor  
City of North Richland Hills

Loyl C. Bussell, P.E.  
District Engineer  
Texas Department of Transportation,  
Fort Worth District

Lee M. Kleinman  
Councilmember  
City of Dallas

William Tsao, P.E.  
Citizen Representative  
City of Dallas

George Conley  
Commissioner  
Parker County

David Magness  
Commissioner  
Rockwall County

Dennis Webb  
Councilmember  
City of Irving

David L. Cook  
Mayor  
City of Mansfield

Scott Mahaffey  
Chairman  
Trinity Metro

Duncan Webb  
Commissioner  
Collin County

Rudy Durham  
Mayor  
City of Lewisville

Curtistene S. McCowan  
Mayor  
City of DeSoto

B. Glen Whitley  
County Judge  
Tarrant County

Kevin Falconer  
Mayor  
City of Carrollton

B. Adam McGough  
Deputy Mayor Pro Tem  
City of Dallas

W. Jeff Williams  
Mayor  
City of Arlington

Gary Fickes  
Commissioner  
Tarrant County

William Meadows  
Board Chair  
Dallas Fort Worth International Airport

Ann Zadeh  
Councilmember  
City of Fort Worth

George Fuller  
Mayor  
City of McKinney

Steve Mitchell  
Councilmember  
City of Richardson
## Surface Transportation Technical Committee

<table>
<thead>
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<th>Name</th>
<th>City/County</th>
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<td>Bryan Beck, Chair</td>
<td>City of Grapevine</td>
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<td>Brian Moen, Vice Chair</td>
<td>City of Frisco</td>
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<tr>
<td>Tanya Brooks, Secretary</td>
<td>City of Fort Worth</td>
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<td>Joe Atwood</td>
<td>Hood County</td>
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<td>Antoine Bacchus</td>
<td>Dallas County</td>
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<td>Melissa Baker</td>
<td>City of Irving</td>
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<td>Micah Baker</td>
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<td>Katherine Beck</td>
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<td>Claud Elsom</td>
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<td>Caleb Thornhill</td>
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APPENDIX B

METROPOLITAN AREA BOUNDARY MAP
(GOVERNOR OR GOVERNOR’S DESIGNEE APPROVED)
APPENDIX C

DEBARMENT CERTIFICATION
(Negotiated Contracts)

(1) The North Central Texas Council of Governments, as CONTRACTOR, certifies to the best of its knowledge and belief that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.

(2) Where the CONTRACTOR is unable to certify to any of the statements in this certification, such CONTRACTOR shall attach an explanation to this certification.

* federal, state or local

Mike Eastland, Executive Director
North Central Texas Council of Governments

6/04/19 Date
APPENDIX D

LOBBYING CERTIFICATION
APPENDIX D

LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his or her knowledge and belief, that:

(1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Mike Eastland

Executive Director

Title

North Central Texas Council of Governments

Agency

Date 6/24/19
APPENDIX E
CERTIFICATION OF COMPLIANCE

I, Mike Eastland, Executive Director
(Name and Position, Typed or Printed)

a duly authorized officer/representative of North Central Texas Council of Governments
(MPO)

do hereby certify that the contract and procurement procedures that are in effect and used
by the forenamed MPO are in compliance with 2 CFR 200, “Uniform Administrative
Requirements, Cost Principles, and Audit Requirements for Federal Awards,” as it may be
revised or superseded.

Date: 06/21/19

Signature: Mike Eastland, Executive Director

Attest:

Michael Morris
Director of Transportation
Title
April 2, 2019

Mr. Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
P.O Box 5888
Arlington, TX 76005-5888

Dear Mr. Morris:

The Texas Department of Transportation (TxDOT) has conducted a review of the North Central Texas Council of Governments (NCTCOG) Procurement Procedures (Revised March 2019). We find the document to be in compliance with applicable federal and state standards.

Thank you and your staff for their time and effort. TxDOT values its relationship with NCTCOG. Please contact Nick Page (512) 486-5156 with any questions.

Sincerely,

[Signature]
Peter Smith, P.E.
Director, Transportation Planning and Programming Division

Enclosures

cc: Dan Kessler, NCTCOG Metropolitan Planning Organization
Noel Paramananatham, P.E., Paris, District Engineer, TxDOT
Mo Burr, P.E., Dallas, District Engineer, TxDOT
Loyl Bussell, P.E., Fort Worth, District Engineer, TxDOT
APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM
APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Mike Eastland, Executive Director
(Name and Position, Typed or Printed)

a duly authorized officer/representative of North Central Texas Council of Governments

(MPO)

do hereby certify that the forenamed MPO has adopted and does enforce an
internal ethics and compliance program that is designed to detect and prevent violations of
law, including regulations and ethical standards applicable to this entity or its officers or
employees and that the internal ethics and compliance program satisfies the requirements
of by 43 TAC § 31.39 “Required Internal Ethics and Compliance Program” and 43
TAC § 10.51 “Internal Ethics and Compliance Program” as may be revised or superseded.

Date 6/24/19

Mike Eastland, Executive Director

Attest:

Michael Morris
Director of Transportation
Title
March 28, 2018

Ms. Emily Beckham
North Central Texas Council of Governments
PO Box 5888
Arlington, TX 76005

RE: Internal Ethics and Compliance Program Monitoring Process
Title 43 Texas Administrative Code, Part 1, Chapter 25, Subchapter M, Rule §25.906
Traffic Safety Program Participation

Dear Ms. Beckham:

The Texas Department of Transportation (TxDOT) Compliance Division has concluded the evaluation of your organization’s written Internal Ethics and Compliance Program (ICP) required by Title 43 Texas Administrative Code §25.906.

Based on the review performed, North Central Texas Council of Government ICP policies satisfy the requirements of Title 43 Texas Administrative Code §10.51. Please retain a copy of this letter within your grant files. No further actions are required at this time.

Please contact Katrena Plummer at Katrena.Plummer@txdot.gov at 512-463-6424 if you have any questions.

Sincerely,

Kristin Alexander
Director, Compliance Division, Texas Department of Transportation

Cc: Terry Pence, Traffic Safety Section Director, TxDOT Traffic Operations Division
    Michael Morris, Subgrantee Administrator, North Central Texas Council of Governments
APPENDIX G

PUBLIC PARTICIPATION PLAN
Public Participation Plan
for the Dallas-Fort Worth Metropolitan Area

November 2018
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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

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 to learn more about the committees, their members, past and upcoming meetings, and other information.
3. Public Participation Goals

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

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, 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 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.

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<th>Transportation Planning Action</th>
<th>Minimum Public Involvement Opportunity</th>
<th>Length of Comment Period</th>
<th>Minimum Notification of Opportunity</th>
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| 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 [www.nctcog.org/video](http://www.nctcog.org/video). Whenever possible, a livestream will be provided as well. | 45 days                  | • Information sent to public involvement contact list  
  • NCTCOG publication article  
  • Social media  
  • Newspaper ad, including minority publications  
  • News release |
| 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 [www.nctcog.org/input](http://www.nctcog.org/input) | 45 days                  | • Information sent to public involvement contact list  
  • NCTCOG publication article  
  • Social media  
  • Newspaper ad, including minority publications  
  • News release |
| 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.

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<th>Length of Comment Period</th>
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</table>
| 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 www.nctcog.org/video. Whenever possible, a livestream will be provided as well. | 30 days | • Information sent to public involvement contact list  
• NCTCOG publication article  
• Social media  
• Newspaper ad, including minority publications  
• News release |
| Modifications                 | Recommendations posted online for public review and comment at www.nctcog.org/input | 30 days | • Information sent to public involvement contact list  
• NCTCOG publication article  
• Social media  
• Newspaper ad, including minority publications  
• News release |
**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.

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<tr>
<th>Transportation Planning Action</th>
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| 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 www.nctcog.org/video. Whenever possible, a livestream will be provided as well. | 30 days following each meeting | • Information sent to public involvement contact list  
• NCTCOG publication article  
• Social media  
• Newspaper ad, including minority publications  
• News release |
| 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 www.nctcog.org/video. Whenever possible, a livestream will be provided as well. | 30 days following each meeting | • Information sent to public involvement contact list  
• NCTCOG publication article  
• Social media  
• Newspaper ad, including minority publications  
• News release |
| 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 www.nctcog.org/video. Whenever possible, a livestream will be provided as well. | 30 days | • Information sent to public involvement contact list  
• NCTCOG publication article  
• Social media  
• Newspaper ad, including minority publications  
• News release |
| Metropolitan Transportation Plan administrative revisions | Summary of modifications accessible from www.nctcog.org/input for informational purposes. | Not applicable | • Availability of information included on next notice for a public input opportunity |
**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.

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| 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 [www.nctcog.org/video](http://www.nctcog.org/video). Whenever possible, a livestream will be provided as well. | 30 days | • Information sent to public involvement contact list  
• NCTCOG publication article  
• Social media  
• Newspaper ad, including minority publications  
• News release |
| TIP Revisions requiring Regional Transportation Council approval | Recommendations posted online for public review and comment at [www.nctcog.org/input](http://www.nctcog.org/input) | 30 days | • Information sent to public involvement contact list  
• NCTCOG publication article  
• Social media  
• Newspaper ad, including minority publications  
• News release |
| TIP Administrative Amendments | Summary of modifications accessible from [www.nctcog.org/input](http://www.nctcog.org/input) for informational purposes. | Not applicable | • Availability of information included on next notice for a public input opportunity |
| 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.

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<th>Transportation Planning Action</th>
<th>Proposed Minimum Public Involvement Opportunity</th>
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| 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 [www.nctcog.org/video](http://www.nctcog.org/video). Whenever possible, a livestream will be provided as well. | 30 days | • Information sent to public involvement contact list  
• NCTCOG publication article  
• Social media  
• Newspaper ad, including minority publications  
• News release |
| 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 [www.nctcog.org/video](http://www.nctcog.org/video). Whenever possible, a livestream will be provided as well. | 30 days | • Information sent to public involvement contact list  
• NCTCOG publication article  
• Social media  
• Newspaper ad, including minority publications  
• News release |
| 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 [www.nctcog.org/video](http://www.nctcog.org/video). Whenever possible, a livestream will be provided as well. | 30 days | • Information sent to public involvement contact list  
• NCTCOG publication article  
• Social media  
• Newspaper ad, including minority publications  
• News release |

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### Transportation Conformity

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| 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 [www.nctcog.org/input](http://www.nctcog.org/input) | 30 days | • Information sent to public involvement contact list  
• NCTCOG publication article  
• Social media  
• Newspaper ad, including minority publications  
• News release |
| Transportation Conformity approval by federal partners | None, final approval available at [www.nctcog.org/conformity](http://www.nctcog.org/conformity) | Not applicable | • News release announcing federal approval |
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.

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| 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 www.nctcog.org/video. Whenever possible, a livestream will be provided as well. | 30 days | • Information sent to public involvement contact list  
• NCTCOG publication article  
• Social media  
• Newspaper ad, including minority publications  
• News release |
| 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 www.nctcog.org/video. Whenever possible, a livestream will be provided as well. | 30 days | • Information sent to public involvement contact list  
• NCTCOG publication article  
• Social media  
• Newspaper ad, including minority publications  
• News release |
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).

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| Publishing of Annual Listing of Obligated Projects | Review only at [www.nctcog.org/annual](http://www.nctcog.org/annual) | Not applicable | • Information sent to public involvement contact list  
• NCTCOG publication article  
• Social media |

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.

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| 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 [www.nctcog.org/video](http://www.nctcog.org/video). Whenever possible, a livestream will be provided as well. | 30 days | • Information sent to public involvement contact list  
• NCTCOG publication article  
• Social media  
• Newspaper ad, including minority publications  
• News release |
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

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. Video recordings of selected other meetings and workshops are also available.

Additionally, short, informational videos are posted at 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. Depending on the length of the video, not only will it be online at www.nctcog.org/input, but it will also be available at www.nctcog.org/video or 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 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 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 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

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

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<tr>
<th>Outreach Strategy</th>
<th>Performance Metrics and Reporting</th>
<th>Desired Outcomes</th>
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</table>
| **NCTCOG Transportation Department Website** | 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 |
| **Social Media and Video** | **Facebook**  
Number of total page likes  
Total reach  
Average engagement rate per post | 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 |
| | **Twitter**  
Number of followers  
Total number of impressions  
Total number of engagements  
Average engagement rate per post | |
| | **YouTube**  
Number of subscribers  
Number of views  
Estimated minutes watched | |
| **Print and Digital Publications** | 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 |
<table>
<thead>
<tr>
<th>Outreach Strategy</th>
<th>Performance Metrics and Reporting</th>
<th>Desired Outcomes</th>
</tr>
</thead>
</table>
| Public Meetings and Community Events | *Public Meetings*  
  Number of public meetings  
  Number of online public input opportunities  
  Average attendance per meeting  
  Average online viewers per meeting and online public input opportunity  
  Accessible locations for individuals with disabilities  
  Regional accessibility of information  
  Notification of how to request language translation or special accommodations  

*Public Contacts*  
  Number of contacts receiving public meeting notifications  
  Net change in number of contacts for the year  

*Public Meeting Advertising*  
  Ad placements  
  Average reach for each Facebook ad  
  Average engagement for each Facebook ad  

*Community Events*  
  Number of events attended by staff  
  Number of events distributing NCTCOG Transportation Department information  
  Total estimated attendance for all events  
  Geographic representation in event locations | Information about policies, programs and projects accessible in multiple formats to all communities throughout the region  
Greater awareness of policies, programs and projects  
Timely notification through multiple strategies about opportunities to provide input and engage with staff  
Increased feedback and public input  
Planned opportunities for the public to interact directly with staff  
Increased accessibility of staff to communities and partners  
Transparency in public involvement efforts and the planning process |
<table>
<thead>
<tr>
<th>Outreach Strategy</th>
<th>Performance Metrics and Reporting</th>
<th>Desired Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Comments</td>
<td>Total number of comments received</td>
<td>Transparency in public involvement efforts and the planning process</td>
</tr>
<tr>
<td></td>
<td>Number of comments from meetings and events</td>
<td>Identification of trends and changes in public attention and concerns</td>
</tr>
<tr>
<td></td>
<td>Number of comments from email</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number of comments from social media</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number of comments received via other modes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Most common comment topics</td>
<td></td>
</tr>
<tr>
<td>Speaking Opportunities</td>
<td>Number of presentation requests</td>
<td>Increased awareness of the planning process and specific plans, programs and projects</td>
</tr>
<tr>
<td></td>
<td>Number of presentations</td>
<td>Increased accessibility of staff to communities and partners</td>
</tr>
<tr>
<td></td>
<td>Number of people reached</td>
<td>Greater participation by communities and organizations in the planning process</td>
</tr>
<tr>
<td></td>
<td>Types of audiences/groups reached</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Types of presentation topics</td>
<td></td>
</tr>
<tr>
<td>Shareable Content</td>
<td>Number of partners that shared content</td>
<td>Strong relationships with partner organizations willing to help disseminate information to the public through multiple channels</td>
</tr>
<tr>
<td></td>
<td>Type of partners that shared content</td>
<td>Extended reach of messaging about transportation, air quality and public input opportunities</td>
</tr>
<tr>
<td></td>
<td>Type of content shared by partners</td>
<td>Increased connections with communities not actively involved in the planning process</td>
</tr>
<tr>
<td></td>
<td>New audiences reached through partners</td>
<td></td>
</tr>
<tr>
<td>Media Relations</td>
<td>Number of news releases</td>
<td>Transparency in public involvement efforts and the planning process</td>
</tr>
<tr>
<td></td>
<td>Number of media requests</td>
<td>Proactive media relations to communicate public input opportunities, policies and programs</td>
</tr>
<tr>
<td></td>
<td>Number of media mentions</td>
<td>Diverse list of media contacts to keep the public broadly informed</td>
</tr>
<tr>
<td></td>
<td>Media Contacts List</td>
<td>Understanding of local, regional, statewide and national media coverage of transportation and air quality issues</td>
</tr>
<tr>
<td></td>
<td>Types of news sources</td>
<td>Understanding of the NCTCOG Transportation Department’s public image</td>
</tr>
<tr>
<td></td>
<td>Number of news outlets</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number of minority news outlets</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number of news outlets in each county</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number of reporters</td>
<td></td>
</tr>
</tbody>
</table>
2018 Public Participation Plan

Appendix A: Laws and Legislation Relevant to Public Participation

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 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 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.
Appendix B: Language Assistance Plan (Updated June 2018)

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.”

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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.
<table>
<thead>
<tr>
<th>Total Metropolitan Planning Area (MPA) Population Over 5</th>
<th>Total MPA LEP Population</th>
<th>% LEP of Total Population</th>
<th>Total MPA Spanish LEP Population</th>
<th>% Spanish LEP of Total Population</th>
<th>Total MPA Asian and Pacific Island Languages LEP Population*</th>
<th>% Asian and Pacific Island Languages LEP of Total Population</th>
<th>Total MPA Other Indo-European Languages LEP Population</th>
<th>% Other Indo-European Languages LEP of Total Population</th>
<th>Total MPA Other Languages LEP Population</th>
<th>% Other Languages LEP of Total Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006-2010 American Community Survey</td>
<td>5,698,467</td>
<td>765,371</td>
<td>13.4%</td>
<td>624,880</td>
<td>11.0%</td>
<td>89,868</td>
<td>1.6%</td>
<td>35,731</td>
<td>0.6%</td>
<td>14,892</td>
</tr>
<tr>
<td>2012-2016 American Community Survey</td>
<td>6,446,768</td>
<td>879,120</td>
<td>13.6%</td>
<td>694,804</td>
<td>10.8%</td>
<td>109,511</td>
<td>1.7%</td>
<td>50,426</td>
<td>0.8%</td>
<td>24,379</td>
</tr>
</tbody>
</table>

Source: 2006-2010 and 2012-2016 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.

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.

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

1 Estimated population size of persons 16 years and older in households in 2003.
2 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.


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  
**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.
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

May 2019
Introduction

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization 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.
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.
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 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.

RECEIPT OF COMPLAINT

Complaint is received by NCTCOG:
Complaint 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 who do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. Complaints will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Federal Programs Section.

Complaint is logged into tracking database:
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.
INITIAL REVIEW AND WRITTEN RESPONSE

Initial review:
Within 10 days of the receipt of the complaint, NCTCOG’s Transportation Department Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets three basic criteria.

1. The complaint will be reviewed for completeness.
2. The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency.
3. Determination of timeliness will be made to ensure the complaint was filed within the 180 calendar day time requirement.

Initial written response:
Within 10 days of the receipt of the complaint, the Title VI Specialist will provide an initial written response to the complaint appropriate to the criteria of the initial review.

1. If the complaint form is incomplete, the complainant will be notified and asked to furnish the missing information within 30 days. Upon receipt of the requested information, the initial review will resume and a follow-up written response will be provided within 10 days of the receipt of the complete complaint.
2. If a complaint is complete but the program or activity about which the complaint was made 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 if consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency. The complaint will then be closed at NCTCOG.
3. If the complaint is complete but the alleged discrimination occurred 180 calendar days or more before the complaint was filed, the complaint will be closed at NCTCOG.

NCTCOG’s Title VI Specialist will confer with the Transportation 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 and a copy of the written response to the Texas Department of Transportation, Office of Civil Rights, Federal Programs Section.

INVESTIGATION OF COMPLAINT

Fact-finding process:
The Title VI Specialist will confer with the Transportation Department Director to determine the most appropriate fact-finding process to ensure 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.

_Determination of investigation:_
An investigation must be completed within 80 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, Transportation Department Director, and/or designee will render a recommendation for action, including formal and/or informal resolution strategies, in a report of findings. The findings of the investigation will be logged into the complaint tracking database.

_NOTIFICATION OF DETERMINATION_
Within 14 days of completion and determination 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, Federal Programs Section for information purposes.
Title VI Complaint Procedures

A written discrimination complaint is received, entered into tracking database, and forwarded to the Texas Department of Transportation (TxDOT).

Initia review initiated. Applicable initial written response will be sent to complainant and TxDOT within 10 days of when complaint is received.

Complete complaint and consent forms?

Yes

No

INITIAL WRITTEN RESPONSE WITHIN 10 DAYS. Confirm receipt of complaint. Request additional information.

Requested information received within 30 days?

Yes

No

Complaint may be closed.

In NCTCOG jurisdiction?

Yes

No

INITIAL WRITTEN RESPONSE WITHIN 10 DAYS OF RECEIPT OF COMPLETE COMPLAINT. Referred to another agency. Complaint closed at NCTCOG. Forward complaint form and written response(s) to TxDOT.

< 180 calendar days since alleged occurrence?

Yes

No

INITIAL WRITTEN RESPONSE WITHIN 10 DAYS OF RECEIPT OF COMPLETE COMPLAINT. Complaint closed. Forward complaint form and written response(s) to TxDOT. Commence to Investigation of Complaint.

INITIAL OR FOLLOW-UP WRITTEN RESPONSE WITHIN 10 DAYS OF RECEIPT OF COMPLETE COMPLAINT. Confirm receipt of complete complaint. Forward complaint form and written response(s) to TxDOT.

Completed within 80 days of receiving complete complaint unless facts and circumstances warrant otherwise. Determination of whether discrimination occurred is summarized and report submitted to head of the Transportation Department.

Written notification of investigation determination will be sent to complainant and TxDOT within 14 days of completion of an investigation.

Did discrimination occur?

No

Yes

WRITTEN NOTIFICATION OF DETERMINATION WITHIN 14 DAYS OF COMPLETION OF INVESTIGATION. Explains finding of discrimination and advises complainant of appeal right. The finding will be forwarded to TxDOT.

WRITTEN NOTIFICATION OF DETERMINATION WITHIN 14 DAYS OF COMPLETION OF INVESTIGATION. Includes proposed course of action to address finding of discrimination. The finding will be forwarded to TxDOT.
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.
North Central Texas Council of Governments
Discrimination Complaint Form
Please read the information on the first page of this form carefully before you begin.

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Who do you believe discriminated against you?

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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.

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<thead>
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<th>Date(s)</th>
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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

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<th>Indicate the basis of your grievance of discrimination:</th>
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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.

If an advisor will be assisting you in the complaint process, please provide his/her name and contact information.

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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.

<table>
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As a complainant, I understand that in the course of an investigation it may become necessary for the North Central Texas Council of Governments to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of the North Central Texas Council of Governments to honor requests under the Freedom of Information Act. I understand that as a complainant I am protected from retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statues and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

Please Check one:

☐ I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive, and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.

☐ I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

________________________________________  ____________________________
Signature                        Date
Introducción

El North Central Texas Council of Governments (NCTCOG) sirve como el designado federal Metropolitan Planning Organization para la región de Dallas-Fort Worth. Como receptora de ayuda económica federal y en virtud del Título VI de la Ley de Derechos Civiles de 1964 y estatutos vinculados al Título VI, el NCTCOG garantiza que ningún individuo quede excluido de la participación, el acceso a los beneficios proporcionados o sea víctima de discriminación en el marco de ningún programa o actividad de ningún organismo con motivo de su raza, religión, color, nacionalidad, género, edad o discapacidad. Estas prohibiciones abarcan al North Central Texas Council of Governments, como receptor directo de ayuda económica federal, y sus "subreceptores" (es decir, contratistas, consultores, gobiernos locales, facultades, universidades, etc.). Todos los programas financiados por ayuda económica federal en forma parcial o total se encuentran sujetos a los requisitos establecidos en el Título VI. La Ley de Restauración de Derechos Civiles de 1987 hizo que esto se ampliara a todos los programas de cualquier organismo que recibiese ayuda federal independientemente de la fuente de financiación para programas individuales.

El propósito de esta política consiste en establecer un proceso según el cual individuos que no son empleados del NCTCOG puedan presentar quejas por discriminación por parte de disposiciones, servicios o actividades del NCTCOG.

Toda persona que crea haber sido víctima de discriminación ilegal, ya sea hacia su persona o hacia un colectivo de individuos específico, por parte del NCTCOG o cualquier entidad que reciba ayuda económica federal del NCTCOG o a través de este NCTCOG (como subreceptores, subcontratistas o subcesionarios), puede presentar una queja por discriminación.

Al procesar las quejas por discriminación en virtud del Título VI, el NCTCOG seguirá los plazos establecidos según la guía del Department of Transportation, el Federal Highway Administration, Federal Transit Administration y el Department of Justice.
Cuando Presentarla

La queja por discriminación debe presentarse dentro de los 180 días calendario de la presunta acción de discriminación o del descubrimiento de este último. En caso de que la conducta se haya manifestado en forma continua, a partir de la fecha en la que se haya interrumpido dicha conducta. Al presentar la queja por escrito debe estar sellada por el correo antes de la expiración del período de 180 días. Se considerará fecha de presentación al día en el que usted complete, firme y envíe el formulario de queja. Para que puedan aceptarse, el formulario de queja y el formulario de consentimiento/divulgación deben estar fechados y firmados. Las quejas que se reciban una vez que hayan pasado más de 180 días después de la presunta discriminación no serán procesadas y se le reenviarán al reclamante junto con una carta que explique por qué la queja no ha podido procesarse y a qué agencias alternativas se puede dirigir un informe.

Dónde Presentar

Para poder procesarlos, los formularios de quejas originales firmados se deben de ser enviadas a:

North Central Texas Council of Governments
Transportation
Department Title VI
Specialist
P.O. Box 5888
Arlington, TX 7600-5888

O en persona a:

616 Six Flags Drive
Arlington,TX 76011

Se podrán realizar adaptaciones razonables bajo pedido para los individuos que no se encuentren en condiciones de completar el formulario de queja debido a una discapacidad o a conocimientos limitados del idioma inglés. Asimismo, un representante del reclamante podrá presentar una queja en nombre de este último.

Individuos que no se encuentren satisfechos con la resolución del NCTCOG podrán recurrent a otras agencias aplicables estatales de agencias federales.
Elementos Requeridos de Una Queja

Para que una queja pueda procesarse, debe ponerse por escrito e incluir la siguiente información:

- Nombre, domicilio y número de teléfono del reclamante.
- Nombre(s), domicilio(es) y empresa(s)/organización(es) de la(s) presunta(s) víctima(s) de discriminación.
- Fecha del presunto acto(s) de discriminación.
- Motivo de la queja (por ejemplo: raza, color, nacionalidad, género, edad, religión o discapacidad).
- Una declaración de queja.
- Un formulario de consentimiento de divulgación firmado.

Quejas Incompletas

Después de la revisión inicial de la queja, el especialista en el Título VI verificará que el formulario esté completo y se asegurará de que toda la documentación de respaldo necesaria en esa etapa se encuentre incluida. En caso de que falten documentos, el especialista en el Título VI se lo informará al reclamante dentro de los 10 días. Si no resulta posible contactar al reclamante a pesar de haber realizado esfuerzos razonables para hacerlo, o si el reclamante no responde dentro del período especificado en la solicitud (30 días), el receptor podrá dar por finalizado el caso del reclamante. El reclamante puede volver a presentar la queja, siempre y cuando lo haga dentro del periodo inicial de 180 días.

En caso de que el caso se cierre por falta de información necesaria, el NCTCOG se lo informará al reclamante, para lo cual intentará establecer contacto valiéndose de su última dirección conocida. Si el reclamante brinda la información faltante después del cierre de su caso, el caso podrá volver a abrirse, siempre y cuando no hayan transcurrido más de 180 días desde la fecha del presunto discriminatorio.

Registro de Quejas

El Especialista en el Título VI llevará un registro de todas las quejas recibidas. El registro incluirá información como la siguiente:

- Información básica sobre la queja, tal como cuándo se presentó, quién la presentó y contra quién.
- Una descripción de la presunta acción discriminatorio.
- Conclusiones de la investigación.
**Resumen del Proceso de Quejas**

Lo siguiente es una descripción de cómo una queja discriminatoria deberá ser manejada ya que sea recibida por NCTCOG.

**RECEPCIÓN DE LA QUEJA**

*El NCTCOG recibe una queja:*

Las quejas deben presentarse por escrito y estar firmadas por el reclamante o un representante designado por este último. Si el reclamante no se encuentra en condiciones de completar el formulario debido a una discapacidad o a conocimientos limitados del idioma inglés y solicita asistencia, se realizarán adaptaciones razonables para garantizar que la queja se reciba y se procese de manera oportuna. Los reclamantes que deseen presentar una queja y no dispongan de acceso a internet o no tengan la posibilidad de ir a recoger un formulario, recibirán un formulario de quejas por correo para que puedan completarlo. Las quejas se enviarán al Texas Department of Transportation, Office of Civil Rights, Federal Programs Section.

*La queja se registra en una base de datos para realizar su seguimiento:*

Los formularios de quejas se registrarán en la base de datos de quejas para realizar su seguimiento. En todas las quejas recibidas se conservarán los datos básicos, que incluyen el nombre del reclamante, su información de contacto, el nombre y la organización de la persona(s) de la presunta discriminación, fecha en que ocurrió el presunto acto (s) discriminatorio, el motivo en el que se basa la queja por discriminación (por ejemplo: raza, color, nacionalidad, género, edad, religión o discapacidad), y una descripción de la presunta acción discriminatoria.

**REVISIÓN INICIAL Y RESPUESTA POR ESCRITO**

*Revisión inicial:*

Dentro de los 10 días siguientes a la recepción de la queja, el Especialista en el Título VI de NCTCOG Transportation Department realizará una revisión inicial de la queja. El objetivo de esta revisión es determinar si la queja cumple con tres criterios básicos.

1. Se controlará que la queja esté completa.
2. Se examinará el programa en el que se haya producido la presunta discriminación para verificar que la queja se haya presentado ante la agencia apropiada.
3. Se definirán los marcos temporales para asegurarse de que la queja se haya presentado dentro del plazo de 180 días calendario, según lo indicado.

*Respuesta inicial por escrito:*

Dentro de los 10 días siguientes a la recepción de la queja, el Especialista en el Título VI dará una respuesta inicial por escrito al reclamante, la cual será adecuada en función de los criterios de la revisión inicial.

1. En caso de que el formulario de quejas se encuentre incompleto, se informará al reclamante. A su vez, se le solicitará que proporcione la información faltante dentro de los 30 días posteriores. Una vez recibida la información solicitada, la revisión inicial volverá a comenzar y se brindará una respuesta de seguimiento por escrito dentro de los 10 días siguientes a la fecha de recepción de la queja completa.
2. En caso de que una queja esté completa pero el programa o la actividad la cual se base la
queja no esté dirigido/a por el NCTCOG o una entidad que reciba ayuda económica federal
del NCTCOG o a través de este último (subreceptores, subcontratistas o subcesionarios),
se realizarán todos los esfuerzos posibles para determinar cuál es la agencia correcta al
que se debería remitir el caso. Cuando sea posible, y si se concedió el consentimiento en
el formulario de divulgación, la queja se le remitirá a la agencia apropiada. La queja
quedará cerrada en el NCTCOG.

3. Si la queja está completa pero la presunta discriminación ocurrió 180 días calendarios o
más antes de que se presentará la queja, dicha queja quedará cerrada en el NCTCOG.

El Especialista en el Título VI del NCTCOG consultará con el Director del Departamento de
Transporte para tomar una determinación sobre quejas completas o retrasos por derivación a
otras agencias. Una vez que el Especialista en el Título VI finalice la revisión inicial de la
queja y determine que cumple con los criterios necesarios para constituir una queja completa,
el NCTCOG le enviará la queja y una copia de la respuesta por escrito al Texas Department
of Transportation, Office of Civil Rights, Federal Programs Section.

INVESTIGACIÓN DE QUEJA
Proceso de investigación:
El Especialista en el Título VI consultará con el Director del Departamento de Transporte para
determinar cuál es el proceso de investigación más adecuado para garantizar que se reúna
toda la información disponible y poder llegar a una conclusión y posterior resolución de la
queja basada en la mayor cantidad de información posible. El tipo de técnicas de
investigación utilizadas variará en función del carácter y las circunstancias de la presunta
discriminación. Una investigación puede incluir, entre otros:
• Reuniones internas con el personal y los asesores jurídicos del NCTCOG.
• Consultas con agencias estatales y federales.
• Entrevistas con reclamante (s).
• Revisión de documentación (por ejemplo: planificación, participación del público y
  actividades del programa técnico).
• Entrevistas y revisión de documentación con otras agencias involucrados.
• Revisión de métodos de análisis técnico.
• Revisión de información demográfica.

Resolución de la investigación:
La investigación debe finalizar dentro de los 80 días siguientes a la recepción de la queja
completa, a menos que los hechos y las circunstancias hagan disponer algo diferente. Se
tomará una determinación en base a la información obtenida. El Especialista en el Título VI, el
Director del Departamento de Transporte y/o la persona designada presentará una
recomendación sobre el curso de acción a seguir. La misma incluirá estrategias de resolución
formales y/o informales en un informe de conclusiones. Los resultados de la investigación se
registrarán en la base de datos para realizar el seguimiento de las quejas.
AVISO DE RESOLUCIÓN
Dentro de los 14 días siguientes a la finalización y resolución de una investigación, el Director Ejecutivo del NCTCOG deberá informar la decisión final al reclamante. El aviso brindará información al reclamante sobre su derecho a apelar ante agencias estatales y federales en caso de no encontrarse satisfecho/a con la decisión final. Con fines informativos, se le enviará una copia de esta carta junto con un informe de los resultados de la investigación a Texas Department of Transportation, Office of Civil Rights, Federal Programs Section.
El Procedimiento de Quejas Titulo VI

Se recibe una queja de discriminación por escrito, la cual se ingresa a la base de datos para realizar un seguimiento y se envía a Texas Department of Transportation (TxDOT).

Comienza la revisión inicial. Se le envía una respuesta inicial por escrito al reclamante, según corresponda, y al TxDOT dentro de los 10 días siguientes a la recepción de la queja.

¿Quejas y formularios de consentimiento completos?
- Si
  - Respuesta inicial por escrito dentro de los 10 días siguientes a la recepción de la queja completa. La queja se cerrará con NCTCOG. Envío del formulario de queja y la(s) respuesta(s) por escrito al TxDOT.
- No
  - La información solicitada, ¿se ha recibido dentro de los 30 días?
    - Si
      - La queja puede cerrarse.
    - No
      - Respuesta inicial por escrito o seguimiento dentro de los 10 días siguientes a la recepción de la queja completa. Envío del formulario de queja y la(s) respuesta(s) por escrito al TxDOT. Comienzo de la Investigación de la Queja.

¿En la jurisdicción de NCTCOG?
- Si
  - Respuesta inicial por escrito dentro de los 10 días siguientes a la recepción de la queja completa. La queja se cerrará con NCTCOG. Envío del formulario de queja y la(s) respuesta(s) por escrito al TxDOT.
- No
  - ¿Menos de 180 días calendario desde el presunto episodio?
    - Si
      - Respuesta inicial por escrito dentro de los 10 días siguientes a la recepción de la queja completa. La queja se cerrará con NCTCOG. Envío del formulario de queja y la(s) respuesta(s) por escrito al TxDOT.
    - No
      - La queja puede cerrarse.

Finalizada dentro de los 80 días siguientes a la recepción de la queja completa, a menos que los hechos y las circunstancias hagan disponer algo diferente. Decisión resumida en cuanto a si existió una discriminación y presentación de informe al titular del Departamento de Transporte.

Al reclamante y al TxDOT se les enviará un aviso por escrito sobre el resultado de la investigación dentro de los 14 días siguientes a la conclusión de la investigación.

¿Existe una discriminación?
- Si
  - Aviso de resolución por escrito dentro de los 14 días siguientes a la conclusión de la investigación. Explica la decisión de que no existió discriminación e informa al reclamante sobre su derecho a apelar. Se le enviará el resultado al TxDOT.
- No
  - Aviso de resolución por escrito dentro de los 14 días siguientes a la conclusión de la investigación. Incluye el curso de acción propuesto en función de la decisión de que existió una discriminación. Se le enviará el resultado al TxDOT.
El Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG) funciona como la Organización Metropolitana de Planeamiento (MPO) designada federalmente para la región Dallas-Fort Worth. Como destinatario de la asistencia financiera federal y según el Título VI de la Ley de Derechos Civiles de 1964 y normas relacionadas, NCTCOG garantiza que ninguna persona, por motivos de raza, religión, color, origen nacional, sexo, edad o discapacidad será excluida de participar en o de obtener los beneficios de los programas o actividades de los organismos o, de lo contrario, estará sujeta a discriminación. Estas prohibiciones se extienden desde el Consejo de Gobiernos del Centro-Norte de Texas, como un destinatario directo de asistencia financiera federal, hasta sus subdestinatarios (por ejemplo: contratistas, consultores, gobiernos locales, institutos, universidades, etc.). Todos los programas financiados en parte o en su totalidad por asistencia financiera federal están sujetos a los requisitos del Título VI.

Se le exige a NCTCOG que implemente medidas para garantizar que las personas con capacidad limitada o incapacidad en inglés tengan acceso significativo a los servicios, beneficios y a la información de todos sus programas y actividades según el Decreto Presidencial 13166. Se proporcionará asistencia a pedido si usted tiene incapacidad limitada o incapacidad en inglés. Las denuncias se presentarán usando un formato alternativo si no puede completar el formulario escrito.

La fecha de presentación corresponde al día que usted completa, firma y envía por correo este formulario de denuncia. Su denuncia debe presentarse antes de los 180 días calendario a partir de la fecha más reciente del presunto acto de discriminación. El formulario de denuncia y el formulario de consentimiento para la divulgación deben fecharse y firmarse para su aceptación. Usted tiene 30 días calendario para responder cualquier solicitud escrita de información. El incumplimiento de lo anterior tendrá como resultado el cierre de la denuncia.

Envíe los formularios por correo a:

Consejo de Gobiernos del Centro-Norte de Texas  
Departamento de Transporte  
Título VI Especialista  
Apartado postal 5888  
Arlington, TX 76005-5888

o entregue personalmente en:  
616 Six Flags Drive  
Arlington, TX 76011

Si tiene alguna duda o necesita información adicional, llame al (817)695-9240 o envíe un correo electrónico a titlevi@nctco.org.
Consejo de Gobiernos del Centro-Norte de Texas  
Formulario de denuncia por discriminación  
Lea detenidamente la información de esta página del siguiente formulario antes de empezar.

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<td>Dirección de correo electrónico</td>
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2  
**¿Quién cree que lo ha discriminado?**

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<td>Nombre de la empresa/organización</td>
<td>Cargo/Profesión</td>
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<td>Relación de la persona con usted</td>
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3  
**¿Cuándo sucedió el presunto acto de discriminación?**  
Enumere todas las fechas correspondientes en el formato mm/dd/aaaa.

Fecha(s):

¿Está en curso la presunta discriminación?  
☐ Sí  ☐ No

4  
**¿Dónde sucedió el presunto acto de discriminación? (Agregue páginas adicionales cuando sea necesario)**

Lugar

5  
**Indique el fundamento de su queja por discriminación.**

☐ Raza:  ☐ Color:
☐ Origen nacional:  ☐ Sexo:
☐ Edad:  ☐ Discapacidad:
☐ Religión:

Consejo de Gobiernos del Centro-Norte de Texas – Departamento de Transporte  
Título VI – Procedimientos de denuncia
6 Describa detalladamente los incidentes específicos que fundamentan la presunta discriminación. Describa por separado cada incidente de discriminación. Agregue páginas adicionales cuando sea necesario.

Explique cómo otras personas o grupos fueron tratados de manera diferente por las personas/organismos que lo discriminaron a usted.

Enumere y describa todos los documentos, correos electrónicos u otros registros y materiales pertenecientes a su denuncia.

Enumere e identifique a todos los testigos de los incidentes o a las personas que tengan conocimiento personal de la información perteneciente a su denuncia.

¿Ha informado anteriormente o, de lo contrario, ha denunciado este incidente o actos relacionados de discriminación? Si así fuera, identifique a la persona a la que usted informó, la fecha del informe y la decisión. Proporcione toda la documentación complementaria.
Proporcione toda la información adicional sobre la presunta discriminación.

7 Si cuenta con la ayuda de un asesor en el proceso de denuncia, proporcione el nombre y la información de contacto del asesor.

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8 Este formulario de denuncia debe tener la fecha y la firma para tratar sus acusaciones. Además, esta oficina necesitará su consentimiento para divulgar su nombre, si fuera necesario, en el curso de nuestra investigación. Se adjunta el formulario de Consentimiento para divulgación de la denuncia por discriminación. Si presenta una denuncia por discriminación en nombre de otra persona, nuestra oficina también necesitará el consentimiento de dicha persona.

Certifico que, a mi leal saber y entender, la información que he proporcionado es exacta y que los eventos y circunstancias son tal como los he descrito. Además, entiendo que si cuento con la asistencia de un asesor, mi siguiente firma autoriza a la persona nombrada a recibir copias de la correspondencia relevante concerniente a la denuncia y a que me acompañe durante la investigación.

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Consejo de Gobiernos del Centro-Norte de Texas – Departamento de Transporte
Título VI – Procedimientos de denuncia
Consejo de Gobiernos del Centro-Norte de Texas
Formulario de Consentimiento de divulgación de denuncia por discriminación

Lea detenidamente la información del siguiente formulario antes de empezar.

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<thead>
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<th>Nombre</th>
<th>Inicial del segundo nombre</th>
<th>Apellido</th>
</tr>
</thead>
<tbody>
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<thead>
<tr>
<th>Dirección</th>
<th>Ciudad</th>
<th>Estado</th>
<th>Código postal</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

Como denunciante, entiendo que en el curso de una investigación para el Consejo de Gobiernos del Centro-Norte de Texas puede volverse necesario revelar mi identidad a personas de la organización o institución bajo investigación. Además tengo conocimiento de las obligaciones del Consejo de Gobiernos del Centro-Norte de Texas de satisfacer las solicitudes conforme a la Ley de Libertad de información. Entiendo que como denunciante, estoy protegido de represalias por haber tomado medidas o participado en medidas para garantizar derechos protegidos por normas y reglas de no discriminación impuestas por la Administración Federal de Autopistas (FHWA) del Departamento de Transporte de los Estados Unidos.

Tilde lo que corresponda:

☐ CONSIGIETO y autorizo al Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG), como parte de su investigación, a revelar mi identidad a las personas de la organización, empresa o institución que haya sido identificada por mí en mi denuncia formal por discriminación. También autorizo a NCTCOG a tratar, recibir y revisar los materiales y la información sobre mi contenida en la denuncia y con los administradores o testigos adecuados con el fin de investigar esta denuncia. Para esto, he leído y entiendo la información que está en el comienzo de este formulario. También entiendo que el material y la información recibida se utilizarán solamente para las actividades autorizadas de cumplimiento de los derechos civiles. Además entiendo que no se me exige autorizar la divulgación y que lo hago voluntariamente.

☐ NIEGO LA AUTORIZACIÓN al Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG) para que revele mi identidad a las personas de la organización, empresa o institución bajo investigación. También niego mi autorización para que NCTCOG divulgue cualquier información contenida en la denuncia a cualquiera de los testigos que haya mencionado en la denuncia. Al hacer esto, entiendo que no autorizo a NCTCOG a tratar, recibir o revisar cualquier material e información sobre mi contenida en la denuncia. Para esto, he leído y entiendo la información que está en el comienzo de este formulario. Además entiendo que mi decisión de denegar el consentimiento puede entorpecer esta investigación y puede tener como resultado la solución no exitosa de mi caso.

_________________________  ________________________
Firma  Fecha

Consejo de Gobiernos del Centro-Norte de Texas – Departamento de Transporte
Título VI – Procedimientos de denuncia
APPENDIX H

MEMORANDUM OF UNDERSTANDING
MEMORANDUM OF UNDERSTANDING
AMONG
THE DALLAS-FORT WORTH METROPOLITAN PLANNING ORGANIZATION ("MPO"),
THE TEXAS DEPARTMENT OF TRANSPORTATION ("TxDOT"),
PUBLIC TRANSPORTATION OPERATORS, AND OTHER TRANSPORTATION AGENCIES

WHEREAS, the Fixing America’s Surface Transportation Act (FAST Act) promulgated regulations 23 Code of Federal Regulations (CFR) 450.314, and

WHEREAS, the MPO, the State and the Public Transportation Operators are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, and

WHEREAS, these responsibilities shall be clearly identified in written agreements among the MPO, the State and the Public Transportation Operators serving the Metropolitan Planning Area (MPA), and

WHEREAS, to the extent possible, a single agreement between all responsible parties should be developed, and

WHEREAS, the federal regulations require the written agreement include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (MTP), the metropolitan Transportation Improvement Program (TIP), and development of the annual listing of obligated projects, and

WHEREAS, the MPO and the designated air quality planning agency entered into a written agreement on May 12, 1978, followed by a letter from the Governor of Texas to the United States Environmental Protection Agency dated July 24, 1978, describing their respective roles and responsibilities for air quality-related transportation planning. The agreement and letter were submitted as part of a revision to the State Implementation Plan that was approved by the United States Environmental Protection Agency on March 29, 1982, effective May 28, 1982. The roles and responsibilities for air quality-related transportation planning were subsequently codified in Title 30 Texas Administrative Code Chapter 114, Subchapter G Transportation Planning, which was approved into the State Implementation Plan on November 8, 1995, effective January 8, 1996, and

WHEREAS, the federal regulations require that the MPO, State DOT, and the Public Transportation Operators shall jointly agree upon and develop specific written procedures
for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS), and

WHEREAS, other transportation agencies in the MPA desire to cooperate in transportation planning related to the MPA, as set forth in below.

NOW THEREFORE, the parties agree as follows:

1. **Purpose.** It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Dallas-Fort Worth MPA and to provide a single agreement between the State of Texas acting through the Texas Department of Transportation (TxDOT), the Regional Transportation Council, as the transportation policy body of the North Central Texas Council of Governments, serving together as the Dallas-Fort Worth MPO, and Dallas Area Rapid Transit, Denton County Transportation Authority, Fort Worth Transportation Authority, City of Arlington, City of Grand Prairie, City of McKinney, and City of Mesquite (“Public Transportation Operators”), and, Collin County Toll Road Authority, North Texas Tollway Authority, Dallas Fort Worth International Airport (“Other Transportation Agencies”) in accordance with current Federal Legislation and as required by 23 CFR 450.314.

2. **Responsibilities of all parties.**

All parties will:

a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance based planning format and final form, and decide upon and adopt performance targets for this planning process in accordance with Federal and State requirements and guidance.

b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan (MTP) and TIP.
c. Cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.

d. Endeavor to ensure that the Unified Planning Work Program (UPWP) required to be developed by the MPO will detail and document these responsibilities, deliverables and associated costs. Each party will bear its own costs for activities required by this MOU, unless the MPO allocates funding for such activity and it is reflected in the UPWP.

3. **Performance Based Planning and Programming**

   a. Developing transportation performance data

      i. TxDOT will provide the MPO with a subset for their MPA of the state performance data used in developing statewide targets.

      ii. If an MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data it they utilize in association with the target-setting process.

   b. Selection of transportation performance targets

      i. TxDOT will develop draft statewide federal performance targets in coordination with the applicable MPO. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets one month prior to final statewide targets adoption.

      ii. If the MPO chooses to adopt their own target for any measure, it will develop draft MPO performance targets in coordination with TxDOT. Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.
c. Reporting of performance targets

i. TxDOT performance targets will be reported to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), as applicable. The MPO will be notified when TxDOT has reported final statewide targets.

ii. MPO performance targets will be reported to TxDOT.

1. For each target, the MPO will provide the following information no later than 180 days after the date TxDOT or the Public Transportation Operator establishes performance targets, or the date specified by federal code:

   a. Written agreement to plan and program projects so that they contribute toward the accomplishment of TxDOT or Public Transportation Operator performance target, or;

   b. Written notification that the MPO will set a quantifiable target for that performance measure for the MPO’s planning area.

      i. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.

   c. Documentation of the MPO’s target or support of the statewide or relevant public transportation provider target will be provided in the form of the MPO’s resolution or meeting minutes.

iii. TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
iv. The MPO will include information outlined in 23 CFR 450.324 (f) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27, 2018.

v. Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.

d. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO

i. TxDOT will provide the MPO with an update of the subset for their MPA of the state performance data used in developing statewide targets including prior performance data.

e. The collection of data for the State asset management plans for the NHS

i. TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

4. **Responsibilities of the MPO**

The MPO will:

a. Work in consultation with Public Transportation Operators, Other Transportation Agencies, and TxDOT in developing the financial plan for the MTP.

b. Work in consultation with Public Transportation Operators, Other Transportation Agencies, and TxDOT in developing the financial plan for the TIP.

c. Conduct Technical Committee and Policy Board meetings as required and necessary.

d. In consultation with Public Transportation Operators, Other Transportation Agencies, and TxDOT, update the MTP and TIP in accordance with State and Federal laws.
e. Invite Public Transportation Operators and Other Transportation Agencies to participate in all public participation processes.

f. Conduct comprehensive, cooperative and continuous transportation planning for the Dallas-Fort Worth MPA.

g. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.

5. **Responsibilities of the Public Transportation Operators and Other Transportation Agencies**

The Public Transportation Operators and Other Transportation Agencies will:

a. Work in consultation with the MPO in developing short-range and long-range plans for transit or other projects for inclusion in the MTP.

b. Assist in validation of data used as input into the transportation plan.

c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.

d. Work in consultation with the MPO and TXDOT in developing the financial plan for the TIP.

e. Provide the MPO with the annual list of transit or other obligated projects with federal funds.

f. Serve on the MPO Technical Committee and Policy Board as applicable.

g. Notify the MPO of changes to projects that would affect the MTP or TIP.

h. Invite the MPO to participate in all public participation processes.
i. Each Public Transportation Operator shall establish transit asset management performance targets and share them with the MPO and other interested parties.

6. **Responsibilities of TxDOT.**

   a. Work in consultation with Public Transportation Operators, Other Transportation Agencies, and the MPO in developing the financial plan for the TIP and MTP.

   b. Assist in the validation of data used as input into the transportation plan.

   c. Provide the MPO with the annual list of obligated projects.

   d. Serve on the MPO Technical Committee and Policy Board.

   e. Notify the MPO of changes to projects that would affect the MTP or TIP.

   f. In consultation with the MPO, Public Transportation Operators, and Other Transportation Agencies, update the MTP and TIP in accordance with State and Federal laws.

   g. Work in consultation with the MPO, Public Transportation Operators, and Other Transportation Agencies in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

7. **Term.** This Memorandum shall remain in full force and effect until such time it is terminated in writing by a party, at which time the terminating party’s rights and obligations shall cease. Termination by a single party will not terminate the Memorandum as to the remaining parties.

8. **Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this MOU, then the legal limitations are made a part of this MOU and shall operate to amend this MOU to the minimum extent necessary to bring this MOU into conformity with the requirements of the limitations, and so modified, this MOU shall continue in full force and effect.
9. **Governing Law and Venue.** This MOU shall be governed by the laws of the State of Texas. Venue for an action arising under this MOU shall lie exclusively in Travis County, Texas.

10. **Severability.** If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the invalid provision, and to this end the provisions of this MOU are severable.

    (SIGNATURE PAGES TO FOLLOW)
EXECUTED by the parties hereto, each respective entity acting by and through its duly authorized official as required by law.

**METROPOLITAN PLANNING ORGANIZATION**

Regional Transportation Council

DocuSigned by: Michael Morris, P.E., Director of Transportation

6/15/2018

**North Central Texas Council of Governments**

DocuSigned by: Mike Eastland, Executive Director

6/15/2018

**PUBLIC TRANSPORTATION OPERATORS**

Dallas Area Rapid Transit

DocuSigned by: Gary C. Thomas, President/Executive Director

6/11/2018

Denton County Transportation Authority

DocuSigned by: James C. Cline, Jr., P.E., President

6/15/2018

Fort Worth Transportation Authority

DocuSigned by: Paul Ballard, President and Chief Executive Officer

6/8/2018
City of Arlington
Jim Parajon, Deputy City Manager
Date: 6/15/2018

City of Grand Prairie
Tom Hart, City Manager
Date: 6/15/2018

City of McKinney
Paul Grimes, City Manager
Date: 6/12/2018

City of Mesquite
Cliff Keheley, City Manager
Date: 6/8/2018

OTHER TRANSPORTATION AGENCIES

Collin County Toll Road Authority
The Honorable Keith Self, President
Date: 6/8/2018

North Texas Tollway Authority
Gerry Carrigan, CEO/Executive Director
Date: 6/11/2018
Dallas/Fort Worth International Airport Board  

Sean Donohue, Chief Executive Officer  

6/11/2018  

Date: ________________

STATE OF TEXAS, THROUGH THE DEPARTMENT OF TRANSPORTATION

Texas Department of Transportation  

Mohamed "Mo" K. Bur, P.E., District Engineer  

TxDOT Dallas District  

6/11/2018  

Date: ________________

Loyl Bussell, P.E., District Engineer  

TxDOT Fort Worth District  

6/8/2018  

Date: ________________

Noel Paramananthan, P.E., District Engineer  

TxDOT Paris District  

6/11/2018  

Date: ________________
APPENDIX I

REGIONAL TRANSPORTATION COUNCIL ADOPTED
PERFORMANCE TARGETS
The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required to implement a common system of transportation performance measures for state Departments of Transportation and Metropolitan Planning Organizations (MPOs). FHWA and FTA have developed a series of measures through four rulemaking processes. The North Central Texas Council of Governments (NCTCOG) is implementing and integrating the required measures. This common set of measures makes it easier to evaluate the existing national system and the effectiveness of funding programs. It also allows for region-to-region comparison of transportation system performance.

NCTCOG continues to monitor and report on these federal performance measures and has responded to all four major performance measure rulemakings. The rulemakings include measures related to safety; pavement and bridge condition; system performance, freight, and congestion mitigation and air quality (CMAQ); and transit asset management. Rulemaking for pavement and bridge condition, system performance, freight and CMAQ measures establishes a four-year performance reporting period cycle that began in 2018. MPOs, like NCTCOG, and the Texas Department of Transportation (TxDOT) must set two-year and four-year targets for each of these measures corresponding to the performance period cycle. The RTC adopted 2020 and 2022 targets for pavement and bridge condition, system performance, freight and CMAQ measures in November 2018. Other performance measure rulemakings (safety and transit asset management) are adopted annually. The RTC last approved targets for the safety and transit asset management measures in February 2019.

### Pavement and Bridge Condition (PM2) Measures

The National Highway System (NHS) includes all Interstate Highways and other roads developed by the US Department of Transportation as important to the nation’s economy, defense and mobility. Texas has the largest NHS network in the nation. The NHS network in the region includes over 12,000 lane miles (over 3,600 bridges). For NHS pavement conditions, NCTCOG must set targets for the percentage of pavement (based on lane miles) of the Interstate System and the Non-Interstate NHS in “good” or “poor” condition. NCTCOG is supporting both the pavement
performance baselines and targets set by TxDOT. The RTC also approved a policy statement to work with local governments to focus on the improvement of NHS local off-system arterials in “poor” condition.

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Total Network</th>
<th>2018 Baseline</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good Pavement Condition (Interstate National Highway System)</td>
<td>19.19%</td>
<td>66.80%</td>
<td>66.40%</td>
</tr>
<tr>
<td>Good Pavement Condition (Non-Interstate National Highway System)</td>
<td>80.81%</td>
<td>54.40%</td>
<td>52.30%</td>
</tr>
<tr>
<td>Poor Pavement Condition (Interstate National Highway System)</td>
<td>19.19%</td>
<td>0.30%</td>
<td>0.30%</td>
</tr>
<tr>
<td>Poor Pavement Condition (Non-Interstate National Highway System)</td>
<td>80.81%</td>
<td>13.80%</td>
<td>14.30%</td>
</tr>
</tbody>
</table>

This measure represents the percentage of Interstate pavements in Good condition across the entire State. Increasing value represents an improvement.

This measure represents the percentage of non-Interstate National Highway System (NHS) pavements in Good condition across the entire State. Increasing value represents an improvement.

This measure represents the percentage of Interstate pavements in Poor condition across the entire State. Decreasing value represents an improvement.

This measure represents the percentage of non-Interstate National Highway System (NHS) pavements in Poor condition across the entire State. Decreasing value represents an improvement.
Additionally, targets are to be set for the percentage of NHS bridges classified in “good” or “poor” condition. NCTCOG is supporting the bridge performance baselines and targets set by TxDOT. In addition, the RTC approved a policy statement to expedite the programming of funding to improve NHS bridges in “poor” condition.

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Baseline (2018)</th>
<th>2020 Target</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good Bridge Condition</td>
<td>50.63%</td>
<td>N/A</td>
<td>50.42%</td>
</tr>
</tbody>
</table>

Based on National Bridge Inventory (NBI) condition ratings, this measure represents the percentage of National Highway System (NHS) bridges by deck area classified as in Good condition across the entire State. Increasing value represents an improvement.

| Poor Bridge Condition                | 0.88%           | N/A         | 0.80%       |

Based on National Bridge Inventory (NBI) condition ratings, this measure represents the percentage of National Highway System (NHS) bridges by deck area classified as in Poor condition across the entire State. Lower value represents an improvement.

**System Performance, Freight, and CMAQ (PM3) Measures**

This broad set of required measures addresses travel time reliability, freight movement, excessive delay, commuter mode share and air quality. For most of these measures, NCTCOG opted to establish its own targets for 2020 and 2022, though in some cases these targets have to be agreed upon with TxDOT.

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Baseline (2016/2017)</th>
<th>2020 Target</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Reliability (Person Miles Traveled)</td>
<td>77.3%</td>
<td>78.6%</td>
<td>79.5%</td>
</tr>
</tbody>
</table>

This measure represents the percentage of travel on the region’s Interstates that occurs on facility segments that meet the threshold for reliability/predictability of travel specified in the rulemaking. Increasing values represent an improvement.

<p>| Non-Interstate NHS Reliability (Person Miles Traveled) | 71.1% | N/A | 71.1% |</p>
<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Baseline (2016/2017)</th>
<th>2020 Target</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck Travel Time Reliability Index</td>
<td>1.74</td>
<td>1.71</td>
<td>1.66</td>
</tr>
<tr>
<td>This measure is a reliability index(^1) that represents the amount of extra time that truck drivers have to add to median trip times because of predictability issues to arrive on time at their destinations. If a hypothetical trip in the region is typically 10 minutes, truck drivers needed to plan for 17.4 total minutes in 2017 to arrive on time 95% of the time. Lower values represent an improvement.</td>
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</tr>
<tr>
<td>Peak Hour Excessive Delay (Person-Hours per Capita)</td>
<td>15.5</td>
<td>N/A</td>
<td>15.0</td>
</tr>
<tr>
<td>The rulemaking defines “excessive delay” as delay during peak travel times that occurs either below 20mph or 60% of the speed limit, whichever is lower. The measure reported is the amount of this delay per capita, which represents the impact that delay has on individual users of the roadway system. Lower values represent an improvement.</td>
<td></td>
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</tr>
<tr>
<td>Percent Non-SOV Mode Share (% Commuter Trips)</td>
<td>19.5%</td>
<td>19.9%</td>
<td>20.2%</td>
</tr>
<tr>
<td>This measure is the percentage of commuters in the urbanized area who traveled to work using a means other than driving alone as reported by the latest available American Community Survey data. Higher values represent an improvement.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>On-Road Mobile Source Emissions Reductions (Cumulative)</td>
<td>NO(_x) (kg/day)</td>
<td>2,410.80</td>
<td>2,892.96</td>
</tr>
<tr>
<td>VOC (kg/day)</td>
<td>499.72</td>
<td>599.67</td>
<td>1,079.40</td>
</tr>
<tr>
<td>This measure is the cumulative reduction of certain pollutants that will be eliminated by the construction of projects funded with CMAQ funding. The 2020 and 2022 targets are cumulative totals for the performance period. Higher values represent an improvement.</td>
<td></td>
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</tbody>
</table>

\(^1\) Also referred to as a “planning time index.”
All targets represent an improvement over the observed historical trend. NCTCOG will continue to monitor and report on these measures, and the RTC will have the opportunity to revisit the 2022 (four-year) targets in 2020.

Regional Transit Asset Management Targets

NCTCOG is required by the federal government to set regional transit asset management (TAM) targets in coordination with transit providers. The regional targets of transit assets focus on ensuring that public transportation vehicles, rail lines and other capital assets are in a state of good repair. TAM will help prioritize funding to achieve or maintain the state of good repair by evaluating the condition of transit assets compared to the regional targets.

<table>
<thead>
<tr>
<th>Asset Category</th>
<th>2010 Target</th>
<th>Metric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling Stock (vehicles)</td>
<td>0%</td>
<td>Percent of vehicles that meet or exceed their useful life</td>
</tr>
<tr>
<td>Infrastructure (rail)</td>
<td>0%</td>
<td>Percent of rail track segments with performance restrictions</td>
</tr>
<tr>
<td>Equipment (support vehicles)</td>
<td>0%</td>
<td>Percent of vehicles that meet or exceed their useful life</td>
</tr>
<tr>
<td>Facilities (buildings, stations, park and rides)</td>
<td>0%</td>
<td>Percent of transit facilities rated below “adequate” on the Transit Economic Requirements Model scale</td>
</tr>
</tbody>
</table>
RESOLUTION SUPPORTING HIGHWAY SAFETY IMPROVEMENT PROGRAM
PERFORMANCE TARGETS AND REGIONAL SAFETY POLICY POSITION
(R19-01)

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, under Title 23 Code of Federal Regulations (CFR) Part 490, States and MPOs must coordinate to develop targets for federally required performance measures; and,

WHEREAS, on August 31, 2017, the Texas Department of Transportation (TxDOT) established Highway Safety Improvement Program performance targets (i.e., PM1) that were identical to targets included in the Strategic Highway Safety Plan and the Highway Safety Plan.

WHEREAS, the performance targets were developed using a data-driven, multi-year, collaborative process that utilize a methodology that would result in a two percent reduction from the original trend line projection in 2022. The proposed reduction would be achieved by reducing each intermediated year by 0.4% in 2018, 0.8% in 2019, 1.2% in 2020, 1.6% in 2021, and 2.0% in 2022;

WHEREAS, TxDOT provided notice of the established performance targets to MPOs across the State, which triggered a 180-day deadline for MPOs to establish their own targets or support TxDOT targets; and,

WHEREAS, the RTC has considered the establishment of targets for the Highway Safety Improvement Program performance measures for the North Central Texas region.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council supports the federally required PM1 (Highway Safety Improvement Program) performance targets as adopted by the Texas Department of Transportation for 2018–2022 as reflected in Attachment 1.

Section 2. The Regional Transportation Council adopts the regional safety position that “Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.”
Section 3. The Regional Transportation Council directs staff to transmit the recorded support of the adopted targets to the Texas Department of Transportation.

Section 4. This resolution shall be in effect immediately upon its adoption.

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on February 14, 2019.

Roger Harmon, Secretary
Regional Transportation Council
County Judge, Johnson County
ATTACHMENT 1

HIGHWAY SAFETY IMPROVEMENT PROGRAM (PM 1)
SAFETY PERFORMANCE MEASURES

- Number of Fatalities: The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.

- Rate of Fatalities: The ratio of total number of fatalities to the number of vehicle miles traveled (VMT), (in 100 Million VMT) in a calendar year.

- Number of Serious Injuries: The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.

- Rate of Serious Injuries: The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.

- Number of Non-motorized Fatalities and Non-motorized Serious Injuries: The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

TEXAS DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY IMPROVEMENT PROGRAM PERFORMANCE TARGETS
REDUCTION SCHEDULE: 2018 – 2022

<table>
<thead>
<tr>
<th>Year</th>
<th>Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>0.4%</td>
</tr>
<tr>
<td>2019</td>
<td>0.8%</td>
</tr>
<tr>
<td>2020</td>
<td>1.2%</td>
</tr>
<tr>
<td>2021</td>
<td>1.6%</td>
</tr>
<tr>
<td>2022</td>
<td>2.0%</td>
</tr>
</tbody>
</table>

1 The Regional Transportation Council previously affirmed support for the 2018 TxDOT Highway Safety Improvement Program Performance Targets on December 14, 2017.

A two percent reduction from the original trend line projection will be achieved by calendar year 2022. The proposed reduction only applies to positive slope projection trends and will be achieved by reducing each intermediate year by the reduction percentages specified in the above schedule. When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.
RESOLUTION SUPPORTING TRANSIT ASSET MANAGEMENT PERFORMANCE TARGETS
(R19-02)

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as
the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the
Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected
officials, is the regional transportation policy body associated with the North Central Texas
Council of Governments, and has been and continues to be the regional forum for cooperative
decisions on transportation; and,

WHEREAS, under Title 23 Code of Federal Regulations (CFR) Part 490, States and MPOs
must coordinate to develop targets for federally required performance measures; and,

WHEREAS, the Fixing America’s Surface Transportation (FAST) Act requires the adoption of
regional Transit Asset Management (TAM) performance targets for four asset categories: 1)
Rolling Stock – Revenue Vehicles; 2) Infrastructure – Rail Track; 3) Equipment – Non-Revenue
Vehicles; and 4) Facilities – Buildings, Stations, Park and Rides in the fiscal years 2018 – 2022;
and,

WHEREAS, the MPO has coordinated public transportation providers to establish regional
Transit Asset Management performance measures for the North Central Texas region; and,

WHEREAS, the RTC has considered the establishment of targets for the Transit Asset
Management performance measures for the North Central Texas region.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council supports the federally required Transit
Asset Management performance targets for Fiscal Years 2018 – 2022 as reflected in Attachment 1.

Section 2. The Regional Transportation Council directs staff to continue to coordinate with
transit providers to develop consistent Transit Asset Management definitions and targets.

Section 3. The Regional Transportation Council directs staff to transmit the adopted
targets to the Texas Department of Transportation.

Section 4. This resolution shall be in effect immediately upon its adoption.

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the
North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on
February 14, 2019.

Roger Harmon, Secretary
Regional Transportation Council
County Judge, Johnson County
## Transient Asset Management Regional Performance Targets

**Fiscal Years 2018 – 2022**

<table>
<thead>
<tr>
<th>Asset Category</th>
<th>Regional Target</th>
<th>Metric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling Stock (transit vehicles)</td>
<td>0%</td>
<td>Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration’s Default Useful Life Benchmark</td>
</tr>
<tr>
<td>Infrastructure (rail track)</td>
<td>0%</td>
<td>Rail track segments with performance restrictions</td>
</tr>
<tr>
<td>Equipment (transit support vehicles)</td>
<td>0%</td>
<td>Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration’s Default Useful Life Benchmark</td>
</tr>
<tr>
<td>Facilities (buildings, stations, park-and-rides)</td>
<td>0%</td>
<td>Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale</td>
</tr>
</tbody>
</table>

1. The Regional Transportation Council previously adopted Fiscal Year 2018 Regional Targets on December 14, 2017.
2. These vehicles are old as or older than the industry standard.
RESOLUTION APPROVING REGIONAL TARGETS FOR PAVEMENT AND BRIDGE CONDITION AND SYSTEM PERFORMANCE MEASURES
(R18-04)

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, under Title 23 Code of Federal Regulations (CFR) Part 490, States and MPOs must coordinate to develop targets for federally required performance measures; and,

WHEREAS, on June 21, 2018, the Texas Department of Transportation (TxDOT) established targets for pavement and bridge condition (i.e., PM2) and system performance measures (i.e., PM3) and provided notice to MPOs across the State, which triggered a 180-day deadline for MPOs to establish their own targets or support TxDOT targets; and,

WHEREAS, the RTC has considered the establishment of targets for pavement and bridge condition and system performance measures for the North Central Texas region.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council adopts performance targets for the federally required PM2 (pavement and bridge) and PM3 (system reliability, excessive delay, and air quality) performance measures as reflected in Attachment 1, including the policy statements regarding the pavement and bridges in poor condition.

Section 2. The Regional Transportation Council directs staff to transmit the approved targets in a format requested by the Texas Department of Transportation as reflected in Attachment 2.

Section 3. This resolution shall be in effect immediately upon its adoption.

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on November 8, 2018.

Roger Harmon, Secretary
Regional Transportation Council
County Judge, Johnson County
RTC Position on Pavement Condition Targets

**Good**
NCTCOG Supports TxDOT Statewide 2022 “Good Pavement Condition” Targets for National Highway System Facilities

**Poor**
NCTCOG Supports TxDOT Statewide 2022 “Poor Pavement Condition” Targets for National Highway System Facilities

Collaboration with TxDOT to Plan and Program Projects Contributing Toward Accomplishment of Pavement Goals will also Include the Following Action: NCTCOG will Work with Local Governments to Focus on Improvement of National Highway System Off-System Arterials in Poor Condition
## Roadway Pavement Condition Targets

<table>
<thead>
<tr>
<th>Roadway Categories</th>
<th>Total Network</th>
<th>2018 Baseline</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STATE of TEXAS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Good Pavement Condition</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate National Highway System (NHS)</td>
<td>19.19%</td>
<td>66.80%</td>
<td><strong>66.40%</strong></td>
</tr>
<tr>
<td>Non-Interstate National Highway System (NHS)</td>
<td>80.81%</td>
<td>54.40%</td>
<td><strong>52.30%</strong></td>
</tr>
<tr>
<td><strong>Poor Pavement Condition</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate National Highway System (NHS)</td>
<td>19.19%</td>
<td>0.30%</td>
<td><strong>0.30%</strong></td>
</tr>
<tr>
<td>Non-Interstate National Highway System (NHS)</td>
<td>80.81%</td>
<td>13.80%</td>
<td><strong>14.30%</strong></td>
</tr>
<tr>
<td><strong>North Central Texas Region</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstates (on-system)¹</td>
<td>25.90%²</td>
<td>5.81%³</td>
<td>7.99%³</td>
</tr>
<tr>
<td>Non-Interstate Freeway (on-system)¹</td>
<td>13.40%²</td>
<td>6.76%³</td>
<td>8.93%³</td>
</tr>
<tr>
<td>Toll Roads (off-system)</td>
<td>6.70%²</td>
<td>8.43%³</td>
<td>9.32%³</td>
</tr>
<tr>
<td>Arterials (on-system)¹</td>
<td>30.30%²</td>
<td>18.52%³</td>
<td>18.39%³</td>
</tr>
<tr>
<td>Arterials (off-system)</td>
<td><strong>23.80%²</strong></td>
<td>73.66%³</td>
<td><strong>69.82%³</strong></td>
</tr>
</tbody>
</table>

¹ On-system refers to the TxDOT System
² Mobility 2045 Plan – 2018 Baseline Network Lane-Miles
³ Based on 5-year moving average
RTC Bridge Condition Targets

NCTCOG Supports TxDOT Statewide 2022 “Good/Poor Condition” Targets for National Highway System Bridges

Collaboration with TxDOT to Plan and Program Projects Contributing Toward Accomplishment of Bridge Goals will also Include the Following Action: NCTCOG will Focus on Expedited Programming to Improve National Highway System Bridges in Poor Condition

<table>
<thead>
<tr>
<th>State of Texas</th>
<th>2018 Baseline</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridges*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Good Bridge Condition</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All National Highway System Facilities</td>
<td>50.63%</td>
<td>50.42%</td>
</tr>
<tr>
<td>Poor Bridge Condition</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All National Highway System Facilities</td>
<td>0.88%</td>
<td>0.80%</td>
</tr>
</tbody>
</table>

*Based on total deck area
# RTC System Performance Targets

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Historical Trend</th>
<th>Baseline (2016/2017)</th>
<th>2020 Target</th>
<th>2022 Target</th>
<th>Target Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Reliability (% Person Miles Travelled)</td>
<td>Improving</td>
<td>77.3%</td>
<td>78.6%</td>
<td>79.5%</td>
<td></td>
</tr>
<tr>
<td>Non-Interstate NHS Reliability (% Person Miles Travelled)</td>
<td>Worsening</td>
<td>71.1%</td>
<td>N/A</td>
<td>71.1%</td>
<td></td>
</tr>
<tr>
<td>Truck Travel Time Reliability Index</td>
<td>Improving</td>
<td>1.74</td>
<td>1.71</td>
<td>1.66</td>
<td></td>
</tr>
<tr>
<td>Peak Hour Excessive Delay (Hours per Capita)*</td>
<td>Worsening</td>
<td>15.5</td>
<td>N/A</td>
<td>15.0</td>
<td></td>
</tr>
<tr>
<td>Percent Non-SOV Mode Share (% Commuter Trips)*</td>
<td>Improving</td>
<td>19.5%</td>
<td>19.9%</td>
<td>20.2%</td>
<td></td>
</tr>
<tr>
<td>On-Road Mobile Source Emissions Reductions (Cumulative)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NOx (kg/day)</td>
<td>Improving</td>
<td>2,410.80</td>
<td>2,892.96</td>
<td>5,062.68</td>
<td></td>
</tr>
<tr>
<td>VOC (kg/day)</td>
<td>Improving</td>
<td>499.72</td>
<td>599.67</td>
<td>1,079.40</td>
<td></td>
</tr>
</tbody>
</table>

*Regional Transportation Council and TxDOT must agree on a single regional target concurrence from TxDOT agreeing to NCTCOG proposed targets has been received*
## TxDOT Established (PM2) Pavement and Bridge Performance Measure Targets

<table>
<thead>
<tr>
<th>Federal Performance Measure</th>
<th>Baseline</th>
<th>2020 Target</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement on IH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% in “good” condition</td>
<td>66.80%</td>
<td>N/A</td>
<td>66.4%</td>
</tr>
<tr>
<td>% in “poor” condition</td>
<td>0.30%</td>
<td>N/A</td>
<td>0.30%</td>
</tr>
<tr>
<td>Pavement on non-IH NHS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% in “good” condition</td>
<td>54.40%</td>
<td>N/A</td>
<td>52.30%</td>
</tr>
<tr>
<td>% in “poor” condition</td>
<td>13.8%</td>
<td>N/A</td>
<td>14.3%</td>
</tr>
<tr>
<td>NHS Bridge Deck Condition</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% in “good” condition</td>
<td>50.63%</td>
<td>N/A</td>
<td>50.42%</td>
</tr>
<tr>
<td>% in “poor” condition</td>
<td>0.88%</td>
<td>N/A</td>
<td>0.80%</td>
</tr>
</tbody>
</table>

## DFW MPO Established (PM3) System Performance Measure Targets

<table>
<thead>
<tr>
<th>Federal Performance Measure</th>
<th>Baseline</th>
<th>2020 Target</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>NHS Travel Time Reliability</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IH Level of Travel Time Reliability</td>
<td>77.3%</td>
<td>78.6%</td>
<td>79.5%</td>
</tr>
<tr>
<td>Non-IH Level of Travel Time Reliability</td>
<td>71.1%</td>
<td>N/A</td>
<td>71.1%</td>
</tr>
<tr>
<td>Truck Travel Time Reliability</td>
<td>1.74</td>
<td>1.71</td>
<td>1.66</td>
</tr>
<tr>
<td>Annual Hours of Peak Hour Excessive Delay per capita</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dallas-Fort Worth*</td>
<td>15.5</td>
<td>N/A</td>
<td>15.0</td>
</tr>
<tr>
<td>% Non-SOV Travel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dallas-Fort Worth*</td>
<td>19.5%</td>
<td>19.9%</td>
<td>20.2%</td>
</tr>
<tr>
<td>Total Emission Reduction</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NOX</td>
<td>2,410.80</td>
<td>2,892.96</td>
<td>6,509.16</td>
</tr>
<tr>
<td>VOC</td>
<td>499.72</td>
<td>599.67</td>
<td>1,399.23</td>
</tr>
</tbody>
</table>

*Regional Transportation Council (MPO) and TxDOT agreed upon regional target*