FY2010 Annual Report on Performance and Expenditures

FY2010 and FY2011 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 is a voluntary association of cities, counties, school districts, and special districts which was established in January 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development.

It serves a 16-county metropolitan region centered around the two urban centers of Dallas and Fort Worth. Currently the Council has 240 members, including 16 counties, 169 cities, 24 independent school districts, and 31 special districts. The area of the region is approximately 12,800 square miles, which is larger than nine states, and the population of the region is over 6.5 million, which is larger than 38 states.

NCTCOG's structure is relatively simple; each member government appoints a voting representative from the governing body. These voting representatives make up the General Assembly which annually elects a 15-member Executive Board. The Executive Board is supported by policy development, technical advisory, and study committees, as well as a professional staff of 310.

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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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 Texas Department of Transportation and the U. S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

"The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation."
FY2010 and FY2011
Unified Planning Work Program for
Regional Transportation Planning

December 2010
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**Director of Transportation, NCTCOG**
- Michael Morris, P.E.
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NCTCOG Transportation Department  
Fiscal Year 2009-2010 Goals and Accomplishments

Program Administration

1. **Goal:** Continue the region’s comprehensive, cooperative, and continuing metropolitan transportation planning process serving as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area in accordance with the metropolitan transportation planning requirements of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) and as outlined in the FY2010 and FY2011 Unified Planning Work Program for Regional Transportation Planning.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits) and local funds.

**Attainment:** Met

**Primary Work Tasks:**

1. Present items to policy and technical committees for review and consideration as warranted. (Federal Highway Administration [FHWA], Federal Transit Administration [FTA], and Texas Department of Transportation [TxDOT])
2. Implement a proactive public involvement process to inform the public and solicit comments on transportation projects, programs, and policies. (FHWA, FTA, and TxDOT)
3. Revise the Unified Planning Work Program, if needed, to incorporate new projects, modify existing projects, or make funding adjustments. (FHWA, FTA, and TxDOT)
4. Develop and maintain the Transportation Improvement Program. (FHWA, FTA, and TxDOT)
5. Develop and maintain a financially constrained Metropolitan Transportation Plan. (FHWA, FTA, and TxDOT)
6. Implement the region’s Congestion Management Process. (FHWA, FTA, and TxDOT)
7. Ensure that transportation projects, programs, and policies are consistent with regional air quality goals. (FHWA, FTA, and TxDOT)

**Principal Performance Measures:**

1. Schedule monthly meetings of the Regional Transportation Council and the Surface Transportation Technical Committee, and submit items to the monthly meetings of the North Central Texas Council of Governments’ Executive Board, as the fiduciary agent for the MPO. Hold Subcommittee meetings of the Regional Transportation Council as needed.

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1 NCTCOG measure  
2 Federal measure  
3 State measure  
4 Local measure
2. Adhere to the Metropolitan Planning Organization’s Public Participation Plan.

3. Work with Transportation Department program areas, local governments, and external partners to identify new or modified projects and/or project funding changes to the FY2010 and FY2011 Unified Planning Work Program. Present recommendations at public and committee meetings to obtain comments and approval. Forward committee recommendations to funding agencies for final approval.

4. Work with Transportation Department program areas, local governments, and external partners to identify projects for the 2011-2014 Transportation Improvement Program and quarterly project modifications to the 2008-2011 Transportation Improvement Program. Present recommendations at public and committee meetings to obtain comments and approval. Forward committee recommendations to funding agencies for final approval.

5. Due to the funding shortfall facing the state and nation, develop three planning alternatives based on financial scenarios for Mobility 2035: The Metropolitan Transportation Plan for North Central Texas for public and committee consideration.

6. Develop and monitor Travel Demand Management, Transportation System Management, and Intelligent Transportation System strategies.

7. Conduct an air quality conformity analysis on projects recommended for inclusion in the Metropolitan Transportation Plan and the Transportation Improvement Program.

**Results:**

1. Monthly meetings of the Regional Transportation Council, the transportation policy board for transportation, and its technical committee, the Surface Transportation Technical Committee were held. Each meeting agenda contained both action and information items for the committees’ consideration. Five RTC Subcommittee meetings and five RTC workshops were also held. The annual budget and needed modifications were taken to the NCTCOG Executive Board as necessary.

2. Proactive public involvement initiatives continued on numerous topics, with 18 public meetings held in various locations throughout the region. Audio recordings were made available on NCTCOG’s Web site for access by those unable to attend. Six workshops were also held regarding the development of the Metropolitan Transportation Plan. Access consideration was also given to site locations in compliance with Title VI of the Civil Rights Act of 1964. NCTCOG also initiated a Facebook and Twitter account to increase communication with the public and private sectors.

3. Following presentations at public and committee meetings, one set of modifications to the FY2010 and FY2011 Unified Planning Work Program was submitted to the Federal Highway Administration and the Federal Transit Administration in FY2010, and approval was obtained.

4. Following presentations at public and committee meetings, the 2011-2014 Transportation Improvement Program was submitted to the funding agencies for approval. Final approval is still pending. Quarterly modifications to the 2008-2011 Transportation Improvement Program were submitted to the Texas Department of Transportation for inclusion in the Statewide Transportation Improvement Program.

5. Three financial scenarios for Mobility 2035 were developed and presented to the technical and policy committees: 1) a status quo scenario, 2) a statewide enhanced scenario, and 3) a statewide enhanced plus local option scenario. The existing Metropolitan Transportation Plan policies were also reviewed and proposed for revision. A concentrated effort was made to ensure nondiscrimination and Environmental Justice.

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1 NCTCOG Measure
2 Federal Measure
3 State Measure
4 Local Measure
in the planning activities. Direction was received from the Regional Transportation Council to further evaluate and refine the third option, a statewide enhanced plus local option scenario. Final approval of Mobility 2035 is scheduled for FY2011.

6. Regional and corridor-specific strategies, such as employee trip reduction, carpools/vanpools, park-and-ride, intersection and signalization improvements, freeway bottleneck removal, and intelligent transportation system technology deployment, were promoted, implemented, monitored, and tracked. Web site applications were also created and enhanced.

7. A preliminary air quality conformity analysis for Mobility 2035 and the 2011-2014 Transportation Improvement Program was initiated. An air quality conformity determination by the U.S. Department of Transportation will be sought in FY2011.

Nine-five percent (95%) of the transportation planning funds budgeted were expended, and the corresponding amount of work as shown in the FY2010 and FY2011 Unified Planning Work Program for Regional Transportation Planning was completed.

2. **Goal:** Continue to advance the North Central Texas Council of Governments (NCTCOG) University Partnership Program, facilitate the training and education of local government and transportation provider professionals, as well as NCTCOG transportation staff, and initiate the Transportation Education Outreach Program to promote transportation careers to students.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits), federal Congestion Mitigation and Air Quality Improvement Program funds, and Regional Transportation Council local funds.

**Attainment:** Partially Met. Due to other priorities, no work was initiated on the Transportation Education Outreach Program.

**Primary Work Tasks:**

1. Coordinate with faculty and students at selected academic institutions across Texas to facilitate the development of methodologies, analytical tools, and recommendations to address major transportation and air quality planning needs in North Central Texas.\(^1\)
2. Offer professional development opportunities relative to transportation and related air quality planning activities and applications.\(^1,2\) (FHWA, FTW, and TxDOT)
3. Develop an outreach program to students at varying levels of education designed to increase student awareness of transportation professions, such as engineering and planning.\(^1\)

**Principal Performance Measures:**

1. Utilize university resources to assist NCTCOG staff in carrying out specific projects identified in the Unified Planning Work Program.

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\(^1\) NCTCOG Measure
\(^2\) Federal Measure
\(^3\) State Measure
\(^4\) Local Measure
2. Garner participation from local government, transportation agency and NCTCOG staff in training opportunities sponsored by the NCTCOG Transportation Department.

3. Identify program scope and initiate contact with area schools to advertise the program and possibly offer internships, with NCTCOG staff members serving as mentors to selected students.

**Results:**

1. Seven initiatives were completed during FY2010 utilizing assistance from the University of Texas at Austin, the University of Texas at Arlington, and Texas Southern University.

2. Throughout FY2010, the NCTCOG Transportation Department offered numerous training opportunities to staff, local government agencies and other transportation professionals. Topics ranged from air quality issues to sustainable transportation to traffic incident management and Intelligent Transportation Systems.

3. Due to higher priority tasks, no work was begun on this new initiative.

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**Transportation Planning**

3. **Goal:** Finalize documentation to include funded projects in the extended 12-county Metropolitan Planning Area and monitor the implementation of corridor recommendations identified in Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment. Also, begin development of a new long-range Metropolitan Transportation Plan (MTP), utilizing new demographic forecasts out to the year 2035. This effort will involve extensive technical- and policy-level committee support, coordination with local transportation providers, and a thorough public involvement process.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits).

**Attainment:** Met

**Primary Work Tasks:**

1. Include and document funded projects in the extended 12-county Metropolitan Planning Area (MPA). (FHWA, FTA, and TxDOT)

2. Coordinate with project managers, TxDOT, the North Texas Tollway Authority, Dallas Area Rapid Transit, the Denton County Transportation Authority, and the Fort Worth Transportation Authority to ensure that projects are proceeding in a timely manner. (FHWA, FTA, and TxDOT)

3. Estimate available revenue for transportation projects between the years of 2010 and 2035 based on State estimated revenue sources. (FHWA, FTA, and TxDOT)

4. Identify transportation system needs, by mode, between 2010 and 2035. (FHWA, FTA, and TxDOT)

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1 NCTCOG Measure
2 Federal Measure
3 State Measure
4 Local Measure
5. Evaluate potential transportation system alternatives in major travel corridors.² (FHWA, FTA, and TxDOT)
6. Develop financially constrained program and project recommendations for Mobility 2035.² (FHWA, FTA, and TxDOT)
7. Evaluate environmental justice (EJ) impacts of Mobility 2035 recommendations.² (FHWA, FTA, and TxDOT)
8. Conduct public involvement on Mobility 2035 development process and recommendations.² (FHWA, FTA, and TxDOT)

**Principal Performance Measures:**

1. Coordinate with the NCTCOG Transportation Improvement Program team and TxDOT to identify funded projects in the outer counties of the 12-county MPA.
2. Communicate and set up meetings, as needed, with transportation providers and project managers.
3. Develop three transportation funding scenarios: status quo, statewide enhanced, and statewide enhanced plus local option.
4. Use the travel demand model and prioritization ranking system to identify locations of future transportation need.
5. Prepare performance reports for alternatives showing impacts on regional congestion.
6. Compare cost of recommended projects to available revenue.
7. Prepare performance reports comparing travel performance for EJ-identified zones vs. non-EJ zones.
8. Present Plan development progress and draft results at departmental public meetings.

**Results:**

1. Listed the funded projects in the outer counties of the 12-county MPA and included the list in a special chapter of the MTP that documents the expansion process.
2. Communicated with pertinent staff via email, phone, letters or person-to-person meetings regarding specific projects in their various implementation stages.
3. Financial scenarios were developed and presented to the Regional Transportation Council (RTC) for selection of a preferred scenario for use in Mobility 2035. The RTC selected the statewide enhanced plus local option scenario.
4. Cost-effective projects were selected for potential inclusion in Mobility 2035.
5. Congestion levels were mapped and areas of deficiency were identified.
6. Prepared examples of financially constrained project recommendations for presentation to the RTC.
7. A technical analysis of travel performance was initiated, with completion expected in January 2011.
8. Staff participated in 17 public meetings outlining the Plan development process. Staff also conducted several surveys of the public at public meetings and online. Draft Plan recommendations are expected to be presented in January 2011.

**4. Goal:** Provide technical and administrative support toward the completion of feasibility studies, environmental analyses, and reevaluations in major transportation corridors identified in **Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth**

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¹ NCTCOG Measure  
² Federal Measure  
³ State Measure  
⁴ Local Measure
Area, 2009 Amendment. This will include support for comprehensive development agreement (CDA) project studies performed by the Texas Department of Transportation (TxDOT), the North Texas Tollway Authority (NTTA), and private developers.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits), North Texas Tollway Authority funds, Texas Department of Transportation funds, and other public or private funds as reimbursement for services.

**Attainment:** Met

**Primary Work Tasks:**

1. Assist in the development of alternatives analyses to be incorporated into major roadway corridor environmental documents.\(^2,3,4\) (FHWA, TxDOT, and North Texas Tollway Authority [NTTA])
2. Coordinate planning activities with cities and partner agencies within major corridors to ensure consistency between study recommendations and the development of the Metropolitan Transportation Plan.\(^2,3\) (FHWA, FTA, and TxDOT)
3. For National Environmental Policy Act (NEPA) documents, provide travel model data and air quality analysis in the determination of Mobile Source Air Toxics.\(^2,3,4\) (FHWA, FTA, TxDOT, and NTTA)
4. For NEPA documents, provide travel model support in the determination of potential Environmental Justice impacts at the corridor and regional levels due to proposed priced facilities.\(^2,3,4\) (FHWA, TxDOT, and NTTA)
5. Monitor the implementation of Comprehensive Development Agreements in the region.\(^3\) (TxDOT)

**Principal Performance Measures:**

1. Using the Dallas-Fort Worth Regional Travel Model, provide traffic volumes and other model-related data to TxDOT and NTTA, for use in determining alignment and alternatives analyses.
2. Attend regular technical team coordination meetings, public meetings and public hearings for major corridor projects in the region.
3. Develop build and no-build travel model analyses, including maps and tables of data, for Mobile Source Air Toxics and Environmental Justice documentation.
4. Coordinate with FHWA and TxDOT and provide updated travel model data, analysis, and text in the refinement of the Regional Toll Analysis document, which will be incorporated into ongoing NEPA documents for major roadway corridors, as well as Mobility 2035.
5. Coordinate with TxDOT staff at the district and regional levels to ensure that Comprehensive Development Agreement projects proceed to construction.

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\(^1\) NCTCOG Measure
\(^2\) Federal Measure
\(^3\) State Measure
\(^4\) Local Measure
**Results:**

1. Provided travel model support and coordination for new and ongoing major roadway corridors by TxDOT such as IH 35W, SH 183 in Dallas County, Loop 9, North Tarrant Express, DFW Connector, SM Wright Parkway/IH 45/US 175, and US 75 Managed Lanes. Also provided travel model support on projects led by NTTA such as SH 360 South Toll Road, SH 170, and Southwest Parkway/Chisholm Trail Parkway.

2. Attended regular technical team meetings for SH 360 South Toll Road, North Tarrant Express, DFW Connector, SM Wright Parkway/IH 45/US 175, US 75 HOV Lane Access Study, IH 30, and SH 170. Attended public meetings for IH 35W, SH 360 South Toll Road and Riverfront Boulevard, and participated in a public hearing for IH 35E in Denton County.

3. Staff provided build and no-build travel model data as well as origin-destination analyses for Mobile Source Air Toxics and Environmental Justice requirements for projects including SH 360 South Toll Road, US 75 Managed Lanes, SH 170, IH 35W, and SH 183 in Dallas County.

4. Staff participated in conference calls and work group meetings with FHWA and TxDOT staff at the district and statewide levels to determine procedures to guide the development of the Regional Toll Analysis and updated the document with additional travel model data, maps, and text.

5. Held monthly coordination meetings with staff from TxDOT-Dallas, TxDOT-Fort Worth, and the TxDOT regional office to provide updates and regular communication on the DFW Connector, North Tarrant Express, and LBJ Express projects as they begin construction.

**Goal:** Continue work on comprehensive thoroughfare assessments for each county and other local governments, as appropriate, through travel forecasting assistance with the development of individual city and county transportation infrastructure and thoroughfare plans. Work will include technical analyses of the current and future proposed thoroughfare systems, public involvement, and community and local government support and input. Also included will be the continued updating and monitoring of the Regional Thoroughfare Plan (RTP), the Federal Functional Classification System (FFCS), and the Regionally Significant Arterials (RSA).

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits).

**Attainment:** Met

**Primary Work Tasks:**

1. Continue efforts to complete thoroughfare assessments for counties within the Metropolitan Planning Area boundary.¹

2. Continue efforts to complete thoroughfare and subarea studies identified in the Unified Planning Work Program.²

¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
3. Update and monitor the Regional Thoroughfare Plan, Federal Functional Classification System, and Regionally Significant Arterials.\(^2\) (FHWA, FTA, and TxDOT)

**Principal Performance Measures:**

1. Coordinate efforts with city and county staff to prioritize, schedule, and create timelines and work scopes. Conduct extensive network coding, develop multiple alternative scenarios and model runs, and present findings. Prepare a technical memo or a final project report as each project reaches its conclusion.

2. Coordinate efforts with city and county staff to prioritize, schedule, and create timelines and work scopes. Conduct extensive network coding, develop multiple alternative scenarios and model runs, and present findings. Prepare a technical memo or a final project report as each project reaches its conclusion.

3. Redefine and streamline the RSA system, monitor and maintain the RSA system and tracking database, work with local and state agencies to coordinate requests for FFCS amendments, and update the RTP via the completion of county-wide thoroughfare needs assessments.

**Results:**

1. Extensive technical work was completed on various county-wide needs assessments, including the Hunt County Transportation Plan, Dallas County Thoroughfare Plan, Parker County Multimodal Transportation Study and Kaufman County Multimodal Transportation Study. Staff participated in numerous project-specific major outreach events, work group meetings, elected official briefings, and public listening sessions. Technical memos and/or final project reports were completed and delivered for the Parker County and Kaufman County projects.

2. Extensive technical work was completed on various thoroughfare and subarea studies, including the Grand Prairie Thoroughfare Plan, Dallas County Major Capital Improvement Program, Rowlett-Sachse-Murphy-Wylie (RSMW) Thoroughfare Plan, FM 664 Corridor Study, and SH 34 Corridor Study. Staff participated in numerous project-specific major outreach events, work group meetings, elected official briefings, and public listening sessions. Technical memos and/or final project reports were completed and delivered for the Grand Prairie and RSMW projects.

3. Extensive efforts and resources were allocated towards a complete redefinition and system streamline of the RSAs. This included the creation of a new tracking database, numbering system, and significant internal coordination with various teams. Staff also worked, on an as-needed basis, to assist TxDOT Districts in amending the FFCS.

6. **Goal:** Provide transportation planning technical assistance to local governments, transportation authorities, public agencies, and private interest groups. Products to be produced range from, but are not limited to, maps, technical analyses, performance summaries, and travel forecasts. Work will include tracking and cataloging requests.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds,

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1. NCTCOG Measure
2. Federal Measure
3. State Measure
4. Local Measure
Texas Department of Transportation matching funds in the form of transportation development credits), and other public or private funds as reimbursement for services.

**Attainment:** Met.

**Primary Work Tasks:**

1. Respond to received technical assistance requests.  
2. Follow internal procedures for handling requests.  
3. Develop and maintain the technical assistance database.

**Principal Performance Measures:**

1. Provide transportation planning technical assistance, including maps, technical analyses, performance summaries, network coding, level-of-service analyses, development of alternative scenarios, and running the travel demand model.
2. Manage, handle, direct, and prioritize requests. Coordinate with appropriate local governments. Review and adhere to quality control guidelines.
3. Inventory requests for assistance and record staff time and efforts expended on each technical assistance request.

**Results:**

1. Processed and completed 60 technical assistance requests. Approximately half of the technical assistance requests were from consultants requesting data, with local government approval, whereas the remaining requests were from local government agencies directly.
2. Coordinated with appropriate local governments and performed quality control measures for all technical assistance requests. Examples include making sure cities knew that data within their boundaries had been requested, coordinating internally to make sure that resources had not already been expended on the request, and confirming whether or not the request was part of a larger project listed in the current Unified Planning Work Program.
3. Updated the technical assistance database and streamlined the documentation process. Documented 60 technical assistance requests in the database.

**Goal:** Provide public transportation planning technical assistance to aid local governments and transportation authorities with public transportation funding, operational, and planning activities that focus on identifying opportunities for increased transit service in the region. Additional assistance will be provided to improve the efficiency and effectiveness of current transit systems, and to provide support for transit feasibility and environmental studies.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits), and other public or private funds as reimbursement for services.

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1. NCTCOG Measure  
2. Federal Measure  
3. State Measure  
4. Local Measure
**Attainment:** Met

**Primary Work Tasks:**

1. Coordinate with public transportation stakeholders. (FHWA, FTA and TxDOT)
2. Build and maintain transit system data for use in travel demand modeling. (FHWA, FTA and TxDOT)
3. Assist in planning activities, including technical assistance, service initiation, and service modifications. (FHWA, FTA and TxDOT)
4. Support development and maintenance the Metropolitan Transportation Plan, including the air quality analysis. (FHWA, FTA and TxDOT)
5. Continue development of transit system analysis tools. (FHWA, FTA and TxDOT)

**Principal Performance Measures:**

1. Maintain regular communication with the transit agencies.
2. Continuously review data for existing and planned projects, to include networks, routes, headways, and station locations.
3. Provide transit system data, model runs, and analyses to stakeholders.
4. Provide transit system data, model runs, and analyses for the Metropolitan Transportation Plan development process.
5. Validate travel forecasting analysis tools with observed data, as needed.

**Results:**

1. Staff attended various Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), and Fort Worth Transportation Authority (FWTA) meetings throughout the year and communicated monthly by phone and email to maintain agency involvement.
2. Maintained transit system data through continued evaluation of transit routes and routing alternatives for use in The T’s Southwest-to-Northeast Rail Corridor Study, DART’s system plan and DCTA’s evaluation of the A-Train.
3. Staff provided technical assistance to DART, DCTA, and FWTA for their planning activities:
   - DART has been equipped to prepare its own travel demand forecasts. Staff provided data resources of roadway and transit networks for various years as well as technical support to DART travel demand forecasts.
   - Staff provided technical support to DCTA regarding the planned rail line between Denton and Carrollton.
   - Work with FWTA continued to 1) further develop the Southwest-to-Northeast Rail Corridor Project with travel demand forecasts and 2) provide data for FTA New Starts Application.
4. Several transit route options were evaluated to determine appropriate corridors for recommendation. An expanding-system alternative was developed to determine possible number of riders in corridors outside the urban areas.
5. Compared local observed ridership data from DART and The T to model results that helped determine acceptable levels of rider warrants for future rail routes.

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1 NCTCOG Measure
2 Federal Measure
3 State Measure
4 Local Measure
8. **Goal:** Promote the coordination of transportation and environmental planning processes, including increased communication with resource agencies and inventorying available data. Transportation and environmental planning initiatives will be coordinated with resource agencies to develop an integrated approach for identifying, characterizing, and mitigating potential environmental conflicts in relation to the Metropolitan Transportation Plan.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits), U.S. Department of Transportation grant funds, and local funds.

**Attainment:** Met.

**Primary Work Tasks:**

1. Consult with environmental resource agencies on the Metropolitan Transportation Planning process and development of a Regional Ecosystem Framework.² (FHWA, FTA, and TxDOT)
2. Produce planning products to facilitate the integration of transportation and conservation planning.² (FHWA, FTA, and TxDOT)

**Principal Performance Measures:**

1. Host meetings/workshops/seminars/training sessions to consult with environmental resource agencies.
2. Inventory and analyze available environmental resource data, and develop methodologies to determine priority environmental areas and potential impacts of the transportation system.

**Results:**

1. Hosted individual and group meetings with resource agency staff and hosted one large workshop to consult with environmental resource agencies on federal sustainable policy initiatives, coordinate on the development of a Regional Ecosystem Framework, and solicit feedback on development of the Metropolitan Transportation Plan.
2. Updated the Transportation and Resource Agency Streamlining and Environmental Consultation (TRACES) Web site and gathered updated environmental resource data from agencies. Developed a resource data inventory and methodology to value subwatersheds based on a set of environmental indicators.

9. **Goal:** Ensure that non-discrimination and environmental justice principles are incorporated throughout the transportation planning process for transportation projects, programs, policies, and activities by providing technical and administrative support. This includes developing analysis techniques for transportation projects and programs, educating staff and appropriate committees on federal requirements, monitoring and documenting current...
efforts, coordinating with public involvement, and developing procedures and guidance for the NCTCOG Transportation Department.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits).

**Attainment:** Met.

**Primary Work Tasks:**

1. Incorporate Title VI and Environmental Justice policy objectives into the transportation planning process and Metropolitan Transportation Plan.² (FHWA, FTA, and TxDOT)
2. Produce methodologies and planning products in order to evaluate Title VI and Environmental Justice compliance for programs and project implementation.² (FHWA, FTA, and TxDOT)

**Principal Performance Measures:**

1. Provide staff training, produce public involvement pieces, present to the public on Title VI and Environmental Justice efforts, and coordinate with federal, state, and tribal partners.
2. Utilize Geographic Information Systems and national research to develop an approach and tool to evaluate Environmental Justice populations at the system level. Begin development of analyses and performance measures to address Environmental Justice in the new Metropolitan Transportation Plan.

**Results:**

1. Presented at three public meetings, provided one department-wide staff training on Title VI and Environmental Justice, produced a public involvement piece for use at public events, and coordinated with state and federal entities to ensure proper compliance with Title VI and Environmental Justice.
2. Developed a Geographic Information System tool called an Environmental Justice Index and a methodology to assess the intensity of Environmental Justice communities in the DFW region. Assisted program areas with incorporating Environmental Justice considerations into their programs and developed a revised set of five performance measures to include in the updated Metropolitan Travel Model Development and Data Management

**Travel Model Development and Data Management**

10. **Goal:** Maintain and improve the Dallas-Fort Worth regional travel model.

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¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits).

**Attainment:** Met - There is a high level of reliance on the travel model for transportation planning in the region. This demand reflects confidence and usefulness of the travel model to respond to the analytical need.

**Primary Work Tasks:**

1. Maintain up-to-date software and hardware.\(^2\) (FHWA, FTA, and TxDOT)
2. Identify and resolve programming problems.\(^2\) (FHWA, FTA, and TxDOT)
3. Investigate possible future improvements. Develop new model components to increase the consistency and efficiency of the travel model.\(^2\) (FHWA, FTA, and TxDOT)
4. Maintain archive of model runs for project history.\(^2\) (FHWA, FTA, and TxDOT)
5. Apply latest available data in the model.\(^2\) (FHWA, FTA, and TxDOT)

**Principal Performance Measures:**

1. Keep track of updates and releases to the TransCAD software. Maintain release notes and archive of releases of the model application software. Ensure the hardware is running efficiently and investigate problems.
2. Provide support to the NCTCOG Transportation Department staff and consultants who use the model to resolve network coding issues or programming issues with the model.
3. Evaluate requests for updates to the model and provide suggestions on future enhancements. Design, implement, and test new additions to the model or updates to existing components/functionality.
4. Review success of weekly backups of computers and follow up to determine cause of any backup failures. Require users to periodically review model runs and determine which need to be archived. Archive and restore model runs on request of users.
5. Calibrate the mode choice of the model to use the latest transit data.

**Results:**

1. New releases of TransCAD were acquired and archived, and new releases of the model software were developed as needed. The hardware in the computer lab was maintained throughout the year.
2. Individual support to users was provided. Users expressed a high level of satisfaction with the quality of programs and products.
3. Requests for model additions and enhancements were continuously collected and maintained in a database sorted by priority. Design, implementation, and testing of new or updated components were conducted based on the priority of the improvement. Improvements to the model are part of a continuous process to provide the best model and most useful tools to the users.
4. The travel model includes an archiving system of successful model runs used in all projects. The estimated number of successful model runs is 205 during the fiscal year.

\(^1\) NCTCOG Measure  
\(^2\) Federal Measure  
\(^3\) State Measure  
\(^4\) Local Measure
Users were able to request the archival and restoration of model runs; these requests were all processed in a timely manner.

5. The latest transit data was added to the mode choice step of the model. Calibration and validation of the mode choice will continue next year.

11. Goal: Continue the Regional Travel Survey.

Funding Source: 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits), federal Surface Transportation Program–Metropolitan Mobility funds, Federal Transit Administration Section 5339 funds, and local funds.

Attainment: Partially met – Was not able to secure funding due to unforeseen administrative procedure delays of the funding agency, and limited NCTCOG staff resources restricted the amount of work that was able to be performed.

Primary Work Tasks:

1. Secure state and federal funding for the travel surveys.² (FHWA, FTA, and TxDOT)
2. Coordinate local and state projects for data collection.² (FHWA, FTA, and TxDOT)
3. Investigate efficient and innovative methods for data collection.² (FHWA, FTA, and TxDOT)
4. Hire contractors to conduct the surveys.² (FHWA, FTA, and TxDOT)
5. Prepare results for public and analytical use.² (FHWA, FTA, and TxDOT)

Principal Performance Measures:

1. Work with the NCTCOG fiscal management team and state and federal agencies to determine funding opportunities for survey components.
2. Contact state agencies and local transit agencies to determine needs.
3. Conduct research to determine the state of the practice for travel surveys and innovative methods for data collection. Evaluate GPS technology through testing of personal GPS units.
4. Design a survey plan, issue a Request for Proposals, complete the procurement process, and select consultants.
5. Review creation of survey reports and databases. Make results and databases available for public and analytical use.

Results:

1. Was not able to secure needed funding due to unforeseen administrative procedure delays of the funding agency.
2. Coordination with TxDOT revealed that the planned household survey could be postponed until FY2011 without technical difficulty. Communication with the agencies also established that TxDOT was planning to conduct three surveys, the T needed a
Boarding and Alighting Study, and that DART did not plan any surveys until a 2012 onboard survey.

3. Researched travel surveys and innovative methods through literature review; meetings and correspondence with other Metropolitan Planning Organizations (MPOs) on their experiences and lessons learned; and attendance at conferences, workshops, and committee meetings on the use of GPS in data collection. Evaluated GPS technology through testing of personal GPS units.

4. This work task was not completed due to the problems with securing funding as described in Result 1 and limited staff resources.

5. The T and DCTA Onboard Survey Project Reports and databases were created and made available upon request.

12. **Goal:** Continue development of a comprehensive information system for transportation data that will provide consistent and up-to-date information and is easily accessed through Web interfaces.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits).

**Attainment:** Met

**Primary Work Tasks:**

1. Perform updates and quality control checks of the existing traffic and inventory data.¹
2. Develop, maintain, and upgrade Web-based user interfaces to facilitate accessibility to information.¹
3. Provide support for the users of transportation data.¹

**Principal Performance Measures:**

1. Increase the quality of the existing traffic count data by comparing data from different sources and performing checks to verify the consistency of the traffic counts based on time and space. Verify the accuracy of the inventory data based on the most recent sources available.
2. Develop and maintain databases associated with transportation performance measures, including transit ridership, gas price, gas consumption, High Occupancy Vehicle (HOV) facility usage, toll facility usage, and traffic counts. Perform several analyses of the data stored in these databases and convert the raw data into information through intuitive graphics on the Internet.
3. Address requests from the general public and NCTCOG staff related to transportation inventories and performance measures.

**Results:**

¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
1. For the traffic counts database, the temporal and spatial consistency of the data was verified. The traffic counts provided by five cities were incorporated into the centralized database. The inventory of signalized intersections and at-grade railroad crossings were updated based on the 2009 aerial photos.
2. The databases associated with transportation performance measures were updated with the monthly data provided by local agencies. Two new Web pages were developed and made available to the public to display data associated with the inventory of traffic control devices and HOV lanes. The two Web pages that display traffic count data and transportation measures associated to gasoline consumption were improved and enhanced.
3. Efficiency and level of customer service increased due to the automation and flexibility of the data offered. The number of direct phone calls dropped to less than one call per day for traffic count data. Several analyses of traffic count data were performed and delivered to partner agencies, the general public, and NCTCOG staff. These include the calculation of seasonal and axle factors for air quality and the summary of travel times along several arterial corridors.

**Air Quality Planning and Operations**

13. **Goal:** Provide general air quality technical assistance – locally to the general public and regional governments; statewide to other nonattainment areas, the Texas Department of Transportation (TxDOT), and the Texas Commission on Environmental Quality (TCEQ); and to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the U.S. Environmental Protection Agency (EPA). This includes monitoring, reviewing, and responding accordingly to federal, statewide, and local air quality rules impacting North Central Texas, including emerging issues associated with new pollutant priorities. This also includes monitoring of climate change legislation and understanding greenhouse gas emissions and their impacts in North Central Texas.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits).

**Attainment:** Met

**Primary Work Tasks:**

1. Provide technical and research assistance on air quality related issues.¹
2. Educate the region and media on latest air quality issues.¹
3. Coordinate and provide assistance in the development of the SIP.¹ ² ³ ⁴ (FHWA, FTA, TxDOT, TCEQ, and local governments within the nonattainment area)
4. Track updates on emission models used in regional air quality planning.¹
5. Monitor and provide updates on federal rulemaking activity with regard to ozone and other criteria pollutants.¹

¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
Principal Performance Measures:

1. Respond to technical and research requests from local municipalities, federal government agencies, Regional Transportation Council (RTC) representatives, and others. Actively participate in local, statewide, and national technical groups and committees dealing with National Ambient Air Quality Standards (NAAQS), and mobile source issues.

2. Deliver presentations at workshops, technical committees, student chapters, and training sessions throughout the region. Update the NCTCOG Web site appropriately with latest air quality information.

3. Assist TCEQ, EPA, local governments, and others with the development, analysis, and monitoring of elements contained in and required of the State Implementation Plan (SIP), as necessary, to meet air quality requirements. Assist TCEQ to quantify how nonattainment areas will reduce emissions from stationary, area, and mobile sources to demonstrate attainment and/or maintenance of air quality standards.

4. Stay current on EPA, FHWA, Federal Aviation Administration (FAA), etc. model developments used in regional air quality planning.

5. Continuously monitor and provide updates regarding lawsuits, legislative activities, TCEQ public hearing announcements, and NAAQS, including federal rulemaking activity and the region’s status with regard to “criteria” pollutants. Monitor climate change legislation to understand greenhouse gas emissions and their impacts on North Central Texas.

Results:

1. Staff addressed all technical and research assistance requests from local municipalities, State, and federal government agencies, RTC representatives, and others. Staff assisted TxDOT’s Technical Advisory Panel, the Association of Metropolitan Planning Organizations Air Quality Committee, the Transportation Research Board Transportation and Air Quality Committee, Center for Clean Air Policy Vehicle Miles of Travel and Climate Dialogue, the Fort Worth Natural Gas Air Quality Committee, and the Houston Advanced Research Centers Science Advisory Committee. Staff actively engaged in Technical Working Group for Mobile Source Modeling meetings held quarterly in Austin, advisory meetings through conference calls to address new NAAQS and mobile source issues, and a variety of subcommittees throughout the year that were created to address specific issues. Staff was lead support for the North Texas Clean Air Steering Committee, formed to evaluate and recommend SIP emission reduction control strategies to TCEQ. Staff provided assistance to TxDOT through quantifying mobile source air toxics emissions for all Dallas-Fort Worth (DFW) transportation projects undergoing environmental reviews.

2. A variety of presentations were prepared for workshops, technical committees, student chapters, and training sessions throughout the region to educate the public, media, and elected officials on air quality issues, gather ideas to remedy future constraints, and respond to comments. Staff continuously monitored and updated the NCTCOG Web site with the latest air quality information. New information is continually posted to keep current data accessible.

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1 NCTCOG Measure
2 Federal Measure
3 State Measure
4 Local Measure
3. Staff worked with TCEQ, EPA, and local entities to identify strategies for future incorporation into the 8-hour ozone reclassification SIP. When implemented, these measures will bring additional air quality benefits to the region which will further reduce precursors that lead to the formation of ground level ozone.

4. Staff continued to track updates, perform sensitivity analysis, and provide comments to EPA on emission models used in regional air quality planning. These models include MOBILE6.2, Motor Vehicle Emission Simulator (MOVES), Emission Dispersion Model System (EDMS), National Mobile Inventory Model (NMIM), and Non-road Model.

5. Staff continuously monitored air quality proposed rules, final rules, and guidance material from the EPA, TCEQ, and other state air agencies, including those that relate to NAAQS, climate change, emission models, technical procedures, etc. Staff participated in review of comments compiled by national associations or, as appropriate, responded directly to those organizations issuing the rulemaking or guidance.

14. **Goal:** Support the State air quality planning process by developing accurate estimates of emissions through the completion of mobile emission inventories, assisting in technical studies applicable to refine emission inventories, and assisting with the region’s State Implementation Plan (SIP) development.

**Funding Source:** Texas Commission on Environmental Quality (TCEQ) funds.

**Attainment:** Met

**Primary Work Tasks:**

1. Identify and conduct research initiatives that will enable better understanding of air quality issues.³ (TCEQ)

2. Prepare emission inventories for use in development of future SIPs.³ (TCEQ)

**Principal Performance Measures:**

1. Assist TCEQ to better predict emissions, vehicle miles traveled, and vehicle activity.

2. Complete a variety of emission inventories for TCEQ in a timely fashion and desirable format.

**Results:**

1. NCTCOG assisted TCEQ in analyzing and developing accurate emission inventories. During FY2010, staff successfully completed the Dallas-Fort Worth (DFW) 2012 On-Road Emission Inventory to support TCEQ’s photochemical modeling efforts. This emission inventory covers the North Central Texas area of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. NCTCOG staff also completed the Reasonable Further Progress (RFP) inventory for the years 2002, 2005, 2006, 2008, 2011, 2012, and 2013 to support TCEQ’s effort in the development of reclassification SIP. This inventory demonstrates the achievement of emission reductions between base year (2002) and attainment year (2013).

¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
2. Various correspondence has been provided to TCEQ on technical issues that could enhance SIP photochemical modeling.

15. **Goal:** Ensure, through the transportation conformity process, that transportation plans, programs, and projects implemented in the North Central Texas nine-county ozone nonattainment area meet federal and State air quality requirements and that project and program modifications to the Transportation Improvement Program meet transportation conformity requirements. Monitor and ensure completion of all transportation measures committed in the State Implementation Plan (SIP), and prepare Congestion Mitigation and Air Quality Improvement Program (CMAQ) annual reports.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits).

**Attainment:** Met

**Primary Work Tasks:**

1. Initiate and demonstrate determination of transportation conformity as required.\(^2\) (FHWA, FTA, and TxDOT)
2. Continuously monitor, collect, update, substitute and report committed air quality projects.\(^2\) (FHWA, FTA, and TxDOT)

**Principal Performance Measures:**

1. Using Mobile6, begin an air quality conformity analysis on projects proposed for inclusion in the Metropolitan Transportation Plan and Transportation Improvement Program to ensure that on-road emission levels are consistent with the State Implementation Plan, resulting in a successful conformity determination by the federal funding agencies.
2. Update and maintain a Mobile Source Emission Reduction Strategies (MoSERS) database, ensure the nonattainment area continues to meet federal requirements of timely transportation control measure (TCM) implementation, and submit Congestion Mitigation and Air Quality Improvement Program (CMAQ) annual report(s) of funded projects to USDOT.

**Results:**

1. The North Central Texas Council of Governments staff performed a preliminary air quality analysis for Mobility 2035: The Metropolitan Transportation Plan and the 2011-2014 Transportation Improvement Program. An air quality conformity determination by the USDOT in FY2011 will be sought. This will provides authority for the policies, programs, and projects identified in the analysis to proceed to implementation.
2. All transportation projects and programs included in the SIP, either as TCMS or Voluntary Mobile Emission Reduction Programs (VMEPs) are maintained in the

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1 NCTCOG Measure
2 Federal Measure
3 State Measure
4 Local Measure
Transportation Department's MoSERS database. These projects are subject to timely implementation and realization of specific air quality emission reduction benefits, and thereby require consistent quantification and strict project tracking. Staff maintained this database and updated data as available. Staff also worked to modify the database structure, which will streamline tracking and emission quantification of projects. Staff is working with a TWG subcommittee to update MoSERS methodologies used in the database to quantify emission reductions. In addition, transportation projects that are funded through CMAQ are monitored by FHWA through a CMAQ Annual Report. Staff works annually with TxDOT staff to produce the report identifying the appropriateness of regional projects in FHWA's database and allocating estimated emission reductions. Staff successfully completed emission quantification for all projects listed in the 2007, 2008, and 2009 CMAQ annual report and uploaded these to the FHWA tracking system.

16. **Goal:** Improve the region’s air quality by reducing emissions and energy consumption through the ongoing development and implementation of mobile source and other applicable projects, programs, and policies. Initiatives will focus on reducing emissions from public, private, and personal vehicle fleets. Strategies may be considered for inclusion as commitments in the State Implementation Plan.

**Funding Source:** Federal Congestion Mitigation and Air Quality Improvement Program funds, federal Surface Transportation Program—Metropolitan Mobility funds, U.S. Environmental Protection Agency funds, U.S. Department of Energy funds, Texas Commission on Environmental Quality funds, State Energy Conservation Office funds, Regional Transportation Council local funds, and other public or private funds.

**Attainment:** Met

**Primary Work Tasks:**

1. Implement technology improvements which enhance the use of lower-emitting, more efficient vehicles, equipment, technologies, and/or fuels. Environmental Protection Agency, Department of Energy, TxDOT, State Energy Conservation Office, and TCEQ)

2. Promote adoption by local entities of Regional Transportation Council (RTC) air quality policies which provide guidance on best practices to minimize fleet emissions through acquisition, operation, and/or maintenance behaviors.

3. Support ongoing investigation and demonstration of new, innovative methods to reduce fuel use and emissions not only through technology improvements, but also through activity and behavior modifications.

4. Participate in collaborative efforts on the local, State and federal levels and provide regional support to facilitate involvement and aid decision making among local governments, industry, and private citizens.

5. Implement various initiatives designed to specifically target vehicles producing excessive emissions or not in compliance with specific automobile standards through voluntary and enforcement measures. (TCEQ, TxDOT, and Nonattainment Counties)

6. Provide and manage a locally based, private and public partnership coalition, Dallas-Fort Worth (DFW) Clean Cities, that works to advance the economic, environmental and energy security goals of the United States by supporting local decisions to adopt

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1 NCTCOG Measure
2 Federal Measure
3 State Measure
4 Local Measure
practices that contribute to the reduction of petroleum consumption in the transportation sector.\textsuperscript{1,2,4} (DOE and Other Public or Private Sources)

**Principal Performance Measures:**

1. Fund vehicle/equipment replacements, alternative fuel conversions, engine repowers, emissions-reducing and fuel-efficiency technologies, and alternative refueling/recharging infrastructure through grant opportunities supported both by the RTC and external agencies. FY2010 Calls for Projects will include the Clean Fleets North Texas: Recovery Act Call for Projects ($2.5M from State Energy Conservation Office), the North Texas Green & Go Partnership Program ($1.26M from RTC), and the remainder of the Heavy Duty Vehicle and Equipment Grant Program ($10M from Texas Commission on Environmental Quality, $1.4M from Environmental Protection Agency). Continue to implement and monitor previously funded projects, seek external funding where available to support programs, and begin preparations for FY2011 grant opportunities.

2. Promote and provide technical support for local entity adoption of the RTC’s Clean Fleet Vehicle Policy and Locally Enforced Idling Restrictions. Work with local stakeholders on development of the Public Agency Policy for Construction Equipment.

3. Continue to pursue regional implementation of previous demonstration program initiatives, including Pay-As-You-Drive Insurance, through local, regulatory, and legislatives means. Identify opportunities for demonstration of new measures.

4. Participate in long-standing collaborative partnerships, including EPA’s SmartWay Transport Program and Blue Skyways Collaborative. Create regional partnership to address and increase North Central Texas readiness for the market release of electric vehicles.

5. Enhance the Regional Smoking Vehicle Program by improving reporting capabilities and increasing awareness. Continue to expand the Regional Emissions Enforcement Program by partnering with local law enforcement agencies to conduct on-road enforcement and covert investigations, and pursue improvements through local, regulatory, and legislative means. Continue development of an emissions-based information system to assist with Inspection and Maintenance programs. Contract with remote sensing provider to determine effectiveness of the State’s program, identify gross-emitters, and establish a baseline for possible future diesel emissions testing.

6. Reduce petroleum consumption in North Texas fleets and manage the DFW Clean Cities Technical Coalition by providing outreach/education to North Texas fleets and citizens and completing all DOE deliverables as outlined in the LTI Programmatic Support Clean Cities contract including, but not limited to, reporting alternative fuel information to DOE and its contractors, complying with the redesignation process, hosting DFW Clean Cities Technical Coalition meetings and workshops, attending required conferences and trainings, and managing Coalition education and outreach activities. Work with DOE National Clean Cities Headquarters on managing and co-chairing the National Clean Cities Coordinator Council.

**Results:**

1. During the past year, staff continued efforts to work with local fleets to promote and implement technology improvement programs through funding of various clean vehicle and equipment projects. This included: $274,920 awarded for natural gas and electric

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\item NCTCOG Measure
\item Federal Measure
\item State Measure
\item Local Measure
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vehicle and infrastructure projects through the Clean Fleets North Texas: Recovery Act Call for Projects; $9,961,305 awarded for construction equipment replacements, locomotive repowers, and installation of on-board and on-site idle reduction technologies through the Heavy-Duty Vehicle and Equipment Grant Program; and $1,263,000 was awarded for taxi and limousine purchases through the North Texas Green & Go Partnership Program. Each of these projects has resulted in a reduction of mobile source emissions. Staff also managed implementation and compliance for projects funded in previous years and began preparations for FY2011 Calls for Projects to fund idle reduction ($540K from EPA and $534K from RTC), construction ($477K from EPA), and school bus ($476K from EPA and $16K from TCEQ) projects. Three grant awards were sought by NCTCOG and awarded by EPA to support these efforts. Additionally, a second round of the Clean Fleets North Texas: Recovery Act Call for Projects was opened to subgrant remaining funds within the region.

2. During FY2010, staff continued coordinating with local governments to promote adoption and implementation of various Regional Transportation Council air quality policies. To date, there are 26 local entities in North Central Texas (4 counties and 22 municipalities) that have adopted Locally Enforced Idling Restrictions, and in July 2010, NCTCOG celebrated the 100th adoption of the Clean Fleet Vehicle Policy. The Public Agency Policy for Construction Equipment was developed into a demonstration project and is discussed further in the results for Primary Work Task 3.

3. During the past year, staff sought opportunities to implement demonstration programs. Most effort was focused on the NCTCOG Clean Construction Demonstration Project, which grew out of a policy effort. This year-long project, authorized by RTC in March 2010, seeks to evaluate potential financial and environmental impacts of establishing emissions-based contract requirements for construction equipment. Staff also continued to promote results of the Pay-As-You-Drive Insurance Pilot Program through other initiatives including work on Senate Bill 184 Report to the Legislature.

4. During this past year, staff continued collaborative efforts with support for various projects from local, State and federal entities. NCTCOG provided in-kind support for a National Science Foundation-funded research center supporting the electrification of transportation. At various levels, staff provided technical assistance on calls for projects and program development. A large coordination effort was achieved with development of the Electric Vehicles North Texas (EVNT) program, throughout both the region and State; a stakeholder group consisting of 85 supporters formed and met monthly to identify and address barriers to implementation. Coordination with other regions, including Houston, San Antonio, and Austin, increased throughout the year to further enhance the EVNT program. Work was also done to continue partnerships and outreach regarding the SmartWay Transport Program and Blue Skyways Collaborative, including submission of a proposal for a freight efficiency outreach center. Finally, staff responded to assistance requests from local governments and other stakeholders as needed.

5. Over this past year, staff continued to administer the Regional Smoking Vehicle Program (RSVP) in North Central Texas and received over 5,100 reports for the region throughout the year. Staff also began working on updating and refining the RSVP notice sent to registered owners of suspected smoking vehicles and the follow-up survey inquiring as to what type of action the owners took to rectify the problems, if they existed. NCTCOG staff continued to work with local counties to expand the Regional Emissions Enforcement Program in North Texas. NCTCOG and participating counties collaborated
on several counterfeit inspection certificate cases and combined their efforts as needed. All nine nonattainment counties were encouraged to develop one central program to serve the North Central Texas area. Staff also continued to expand, update, and manage the NCTCOG Emissions Database, which was used in conjunction with various inspection and maintenance-related projects. Training was provided through NCTCOG’s Police Academy to area law enforcement agencies. NCTCOG staff worked with Environmental Systems Products, Inc. to implement a six-month Enhanced Remote Sensing Performance Based Pilot Program designed to utilize current technology to identify on-road, high-emitting and/or smoking gas and diesel vehicles. The remote sensing data was utilized to notify vehicle owners of potential emissions issues, enhance data in NCTCOG’s Regional Emissions Enforcement Database, educate the public at various outreach events, analyze data to support annual emissions testing for light-duty diesel vehicles and to lower cut points in order to capture a greater number of high-emitters.

6. During FY2010, funds were provided by DOE to support the Clean Cities Co-Coordinators and staff in operating the DFW Clean Cities Program. NCTCOG staff conducted the annual DOE survey of the number and types of alternative fueled vehicles (AFVs) and clean technology vehicles in North Texas fleets, provided updates on the number of alternative fuel stations operating in North Texas, conducted quarterly alternative fuel price surveys for DOE, and sponsored quarterly meetings of the DFW Clean Cities Technical Coalition. NCTCOG staff and the Co-Coordinators provided technical assistance to regional fleets and provided information on funding incentives for AFVs and clean technology vehicles, as well as coordinated with other Coalitions across the United States. Most notably, staff hosted or participated in 14 outreach events/national conferences in the past year. In addition, NCTCOG staff provided monthly informational updates electronically through the Clean Cities News Flash, updated the DFW Clean Cities Web site, and updated the 2010 Annual Operating Plan for 2011. Also, staff attended national and regional Clean Cities’ conferences to obtain current information on AFVs and clean technology vehicles. Staff worked closely with DOE on national issues related to the National Clean Cities program, including the National Partners Programs, and helped manage the National Clean Cities Coordinator Council and the corresponding Accountability and Training Team.

17. **Goal:** Support the state’s inspection and maintenance program through the ongoing development and implementation of the AirCheckTexas Drive a Clean Machine Program by continuing to provide financial assistance to vehicle owners in order to comply with vehicle emissions standards to reduce ozone-forming pollutants created by on-road motor vehicles.

**Funding Source:** Federal Surface Transportation Program—Metropolitan Mobility funds, Regional Transportation Council local funds, Texas Commission on Environmental Quality funds.

**Attainment:** Met
Primary Work Tasks:

1. Administer the AirCheckTexas Drive a Clean Machine Program to provide financial assistance to North Texas vehicle owners.4 (Nonattainment Counties)

Principal Performance Measures:

1. Process applications by verifying eligibility, authorizing assistance, and issuing vouchers. Process redeemed vouchers, verify replacement vehicle compliance, and authorize funding of vouchers. Promote the program through outreach events and advertising. Participate in weekly regional administrator conference calls with TCEQ. Host vendor workshops and provide materials for information about current program procedures.

Results:

1. Response to the AirCheckTexas program remained high with an average of 510 calls per day and 1,850 applications per month. During the past fiscal year the program replaced 7,197 vehicles and repaired 2,970 vehicles, resulting in $23,059,904 provided in assistance funding. Additionally, the program was promoted through Transportation Department public meetings held in May 2010. During this time, the program recognized participants and partnering vendors through print media for assisting to reach two major program milestones - the program repaired its 20,000th vehicle and replaced 20,000 older higher emitting vehicles with newer cleaner vehicles in the North Central Texas region. Program materials were provided at various outreach events such as the Texas Emergency Number Association Conference and community clean air events. NCTCOG staff refined procedures for improved quality assurance and worked with local and state partners to ensure program success. Program staff continued on-site auditing and monitoring of participating vendors to ensure compliance and maintain program integrity. Staff made modifications to program materials, Web sites, and supporting databases to incorporate program changes. In addition, staff hosted 12 participating dealer workshops and mailed out AirCheckTexas brochures to numerous repair facilities and dealerships.

18. Goal: Continue to support, promote, coordinate, and expand the region-wide transportation and air quality marketing and outreach efforts.

Funding Source: Regional Transportation Council local funds

Attainment: Met

Primary Work Tasks:

1. Implement the Air North Texas public awareness brand/campaign to encourage public participation and support of key elements in the State Implementation Plan (SIP) and other air quality improvement strategies, to reduce energy use, and target climate change efforts.1

1 NCTCOG Measure
2 Federal Measure
3 State Measure
4 Local Measure
2. Provide air quality, energy usage, and climate change awareness to the business community and to show how that community can lessen its impact on these elements in North Texas.¹

Principal Performance Measures:

1. Coordinate with and recognize regional partners of Air North Texas and host Air Quality Public Relations Task Force meetings. Create and implement the Air North Texas public education campaigns, provide outreach, and quantify the effectiveness of the campaign. Provide graphic, educational, and informational services for local governments, as well as other NCTCOG Transportation Department projects on air quality-related programs/campaigns.

2. Provide the business community with air quality education, outreach and tools; serve on North Texas Clean Air Coalition committees and Executive Board; mentor the business community to implement air quality strategies; and assist in recognizing businesses that improve their impact on air quality.

Results:

1. During FY2010, Air North Texas continued to cultivate strong relations with its diverse network of regional partners. Meetings for the Air Quality Public Relations Task Force were held approximately every other month. In October 2009, Air North Texas recognized four of its partners at the NTCAC’s Working for Clean Air Awards. Additionally, the Air North Texas campaign was successful in generating heightened public interest for air quality through aggressive outreach at community and environmental events and an innovative grass-roots campaign entitled Clean Air Action Day that was held on July 7, 2010. Furthermore, paid and sponsored advertising via print and online avenues was used, and consultants were utilized to further saturate campaign goals by continuing to create and implement elements of gas station advertising campaign. Web site tracking results were quantified and have reflected an increase of nearly 60 percent in site traffic. The campaign’s monthly clean air mail reported close to 1,000 readers and subscribers to date. Finally, staff also supported local governments and other program areas within the Transportation Department by developing elements of educational campaigns, including Air North Texas, that carry air quality related messages. Work included, but was not limited to, developing and implementing water bill inserts, print and online ads, brochures, Web site elements, cover design, and paid advertising.

2. During the past year, staff provided air quality education targeted to the business community via outreach and presentations through NCTCOG’s partnership with NTCAC at its Let’s Do Lunch Events and other outreach opportunities. Staff also continued to serve on the Business Community Outreach Committee and Executive Board of NTCAC. NCTCOG and NTCAC staffs coordinated monthly on messages to take to the business community, new contacts for outreach, best communication tools, results of work, as well as next steps. Furthermore, NCTCOG provided creative and printing services to NTCAC to produce event invitations and its 2010 brochure. NCTCOG staff also assisted with NTCAC’s annual Working for Clean Air Awards, which recognizes businesses that are taking steps to improve air quality through their everyday operations.

¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
and practices. NCTCOG also continued to support NTCAC by event staffing, hosting of committee meetings, and administrative support.

**Intermodal Planning**

19. **Goal:** Conduct regional freight system planning to address rail, truck, and intermodal facility needs.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits), federal Surface Transportation Program—Metropolitan Mobility funds, Texas Department of Transportation Dallas and Fort Worth District funds, Regional Transportation Council local funds, and other public or private funds.

**Attainment:** Met

**Primary Work Tasks:**

1. Provide technical assistance to local governments on freight issues, including the Collin County Intermodal Hub Feasibility Study.¹
2. Complete work related to railroad crossing safety, including refining the Regional Railroad Crossing Banking Program.¹
3. Monitor freight trends, including, but not limited to rail, freight truck, and shipment traffic.¹
4. Monitor implementation of Railroad Crossing Reliability Partnership Program projects.³ (TxDOT)
5. Implement recommendations of the Truck Lane Restrictions Expansion study.³ (TxDOT)

**Principal Performance Measures:**

1. Assist with the completion of the Collin County Intermodal Hub Feasibility Study by providing technical assistance and guidance.
2. Add information to the Railroad Crossing Banking Program database, including obtaining crossing closure information from railroads operating within the region.
3. Collect freight data, including, but not limited to rail, truck, traffic count, and commodity data.
4. Place funded Railroad Crossing Reliability Partnership Program projects into the TIP on an as-needed basis.
5. Review and monitor the implementation of area truck lane restrictions.

¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
**Results:**

1. Held eight Collin County Intermodal Hub Feasibility Study meetings and provided six presentations to local partners.
2. Monitored at-grade crossing closures and quiet zone implementations within the region.
3. Completed research and collected data for the regional freight system plan.
4. Monitored the progress and placement of Railroad Crossing Reliability Partnership Program projects into the TIP.
5. Implemented truck lane restrictions along IH 20, IH 30, IH 45, and IH 820.

**20. Goal:** Conduct airport system planning related to general aviation and vertical flight.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits), Federal Aviation Administration Airport Improvement Program Grant funds, Regional Transportation Council local funds, and other public or private funds.

**Attainment:** Met

**Primary Work Tasks:**

1. Support the Air Transportation Technical Advisory Committee (ATTAC).² (FAA)
2. Conduct planning efforts related to Year Four of the Regional General Aviation and Heliport System Plan (RGAHSP).² (FAA)
3. Support data collection and planning efforts to assess the impact of aviation activity on surface access to aviation facilities and associated improvement needs.² (FHWA, FTA and TxDOT)

**Principle Performance Measures:**

1. Host ATTAC meetings to include briefings for elected officials at the local, State, and federal levels and provide status reports on ATTAC activities to other NCTCOG committees.
2. Support stakeholder involvement related to promotion of general aviation airports including hosting public meetings, annual Aviation Summits, and other workshops as needed. Finalize products associated with aviation system inventory, airport and vertical flight forecasting methods, economic impact assessments, and development of system wide recommendations.
3. Develop travel time contours, collect data on regional airport signage, and assess air cargo trends and connectivity, and land use implications surrounding aviation facilities.

¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
Results:

1. Staff held four regularly scheduled ATTAC meetings and provided updates on current progress or aviation system planning efforts to other committees.

2. Staff planned and executed the Fourth Annual Aviation Summit, as well as held ad hoc workshops for related input on planning projects. The following documents were produced as part of the Year Four RGAHSP: *Regional Airspace Report; Airport Ground Access Report; Aviation and Heliport Use Survey Report; Special Events Report; Sub Region Analysis Report; Potential Vertical Flight Locations Report; Vertical Flight Community Value Report*; and *Inventory Summary Report*. In addition, work to refine a draft forecasting model was conducted and improvements were made to the Online Regional Aviation Data Management System.

3. A Surface Access to Aviation scope of work was developed consisting of six tasks, with respective subtasks, for the various components of surface access infrastructure as it relates to the regional aviation system. Work conducted included research and analysis of various forms of roadway data including current conditions, location of airport surface access signage, travel time contours to airports, and anticipated surface access needs identified in airport master plans from regional airports.

21. **Goal:** Conduct and finalize documentation efforts related to the North Texas Aviation Education Initiative: Development and Implementation.

**Funding Source:** Regional Transportation Council local funds and other public or private funds.

**Attainment:** Met

**Primary Work Tasks:**

1. Finalize reports and documentation associated with the North Texas Aviation Education Initiative.¹

2. Continue to facilitate regional aviation education program development and support stakeholder involvement.¹

3. Develop and implement strategies associated with the North Texas Aviation Education Initiative study recommendations.¹

**Principal Performance Measures:**

1. Host the last round of stakeholder meetings to release study recommendations including summaries of related reports.

2. Provide support to regional stakeholders in efforts related to creation of academic programs.

3. Work to find long-term funding to support implementation strategies and shared resources for regional education programs.

¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
Results:

1. Staff hosted an Aviation Education Summit in order to present final study recommendations to regional stakeholders and solicit input on next steps.
2. Staff attended numerous meetings with regional stakeholders to recommend education program coordination and collaboration.
3. Staff solicited additional funding to local, State, and private industry partners to help support staff efforts in implementing long-term recommendations related to the study.

22. Goal: Support compatible land use, communication, and outreach surrounding the Naval Air Station Joint Reserve Base (NAS Fort Worth, JRB).

Funding Source: Department of Housing and Urban Development, Regional Transportation Council local funds, and other public or private funds.

Attainment: Met.

Primary Work Tasks:

1. Provide staff support to the NAS Fort Worth, JRB Regional Coordination Committee.
2. Support compatible land use and development surrounding the NAS Fort Worth, JRB and other military facilities as identified, including addressing surface transportation access.

Principal Performance Measures:

1. Staff and conduct bi-monthly Regional Coordination Committee (RCC) meetings and other training/workshops/subcommittee meetings as deemed necessary.
2. Coordinate with local government staff; elected officials; RCC members; NAS Fort Worth, JRB; , and other stakeholders to continue implementation of the 2008 Joint Land Use Study recommendations, including attending meetings, hosting events, presenting to stakeholders, and hosting a development review Web site.

Results:

1. Staffed and hosted five Regional Coordination Committee (RCC) meetings, a Legislative Subcommittee meeting, a Transportation Subcommittee meeting, and the second Annual Elected Officials Briefing.
2. Staff attended and coordinated individual city meetings to assess compatibility, community needs, and the status of implementation efforts. Staff administered the Development Peer Review Web site, attended city council meetings, submitted an application for a Department of Housing and Urban Development Community Challenge Grant, and began work on a comprehensive transportation study.

1 NCTCOG Measure
2 Federal Measure
3 State Measure
4 Local Measure
Community Outreach

23. **Goal:** Encourage and maintain public and private sector involvement in the transportation planning and decision-making process, including efforts to enhance NCTCOG’s Metropolitan Transportation Planning process compliance with Title VI of the Civil Rights Act of 1964 ensuring that no person shall, on the grounds of race, color, age, sex, disability, 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.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits).

**Attainment:** Met

**Primary Work Tasks:**

1. Maintain a Public Participation Plan that is up-to-date with current federal guidelines, paying particular attention to Environmental Justice elements.² (FHWA, FTA and TxDOT)
2. Select public meeting locations that ensure all residents, including those traditionally underserved by existing transportation systems, have access to the decision-making process.² (FHWA, FTA and TxDOT)
3. Properly publicize public meetings.² (FHWA, FTA and TxDOT)
4. Follow the Language Assistance Plan when determining what materials to make available in other languages.² (FHWA, FTA and TxDOT)

**Principal Performance Measures:**

1. Update the Public Participation Plan, as necessary, to stay current with federal requirements.
2. Select locations for public meetings based on physical accessibility, proximity to public transportation and geographic location to pertinent meeting topics.
3. Maintain current address information for about 8,800 people to whom public meeting notices are mailed. Maintain e-mail address information for about 3,600 people to whom public meeting notices are sent. Publicize public meetings in newspapers, including minority and Spanish-language newspapers.
4. Provide translation of materials when appropriate according to the Language Assistance Plan.

**Results:**

1. NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations through its Public Participation Plan. The Public Participation Plan was revised in March 2010. Major revisions included the addition of public participation and coordination procedures for environmental documents, the addition of provisions for

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¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
holding public meetings with abbreviated comment periods of no less than 72 hours and longer whenever possible, incorporation of Title VI Complaint Procedures as an attachment, and incorporation of a Language Assistance Plan as an attachment.

2. 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, were sought out and their needs considered. Public meeting locations were chosen based on their physical accessibility, proximity to public transportation and geographic location to pertinent meeting topics. Each public meeting series included day and evening meetings and meeting locations throughout the region that were accessible to individuals with disabilities and, whenever possible, near public transportation. Proximity to project area was also considered, especially for the Dallas Bike Plan, Hunt County and Kaufman County public meetings. For those unable to attend the public meetings in person, audio recordings were made available on the NCTCOG Web site, along with copies of the presentations and written summaries of the meetings.

3. Meeting notifications and the distribution of other outreach materials were sent through the department’s public outreach database of interested parties. At the end of the fiscal year, the database contained about 8,800 entries, including 3,600 e-mail addresses. Notifications were also published in area newspapers, including minority and Spanish-language newspapers.

4. Department program materials were published in Spanish as deemed applicable.

24. **Goal:** Provide information to educate local elected officials and the general public regarding the need for increased transportation resources including the adequate, long-term, stable sources of funding for transportation improvements in North Central Texas as well as the importance of implementing strategies to reduce traffic congestion and improve air quality.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits) and local funds.

**Attainment:** Met

**Primary Work Tasks:**

1. Hold public meetings, or partner to jointly host meetings with other organizations, on relevant transportation topics to inform the general public and seek input on the decision-making process.\(^2\) (FHWA, FTA and TxDOT)

2. Participate in community events to distribute information about regional transportation and air quality issues.\(^1\)

3. Interact with the media to distribute transportation information.\(^1\)

4. Publish newsletters and reports on transportation and air quality topics.\(^1\)

\(^1\) NCTCOG Measure
\(^2\) Federal Measure
\(^3\) State Measure
\(^4\) Local Measure
5. Maintain and up-to-date Web site to distribute transportation information.\(^2\) (FHWA and FTA)

**Principal Performance Measures:**

1. Hold at least four series of three public meetings each year.
2. Participate in community events that provide the best opportunity to distribute information about regional transportation and air quality issues.
3. Provide timely responses to media inquiries. Distribute press releases as needed.
4. Publish, or contribute to, monthly and quarterly newsletters. Publish technical reports as needed.
5. Update the Web site regularly to ensure current information is being presented.

**Results:**

1. Staff conducted six public meeting series (total of 18 meetings, one of which was webcast) throughout the Metropolitan Planning Area to educate the public on current and future Metropolitan Planning Organization (MPO) activities and seek input. Additionally, staff conducted six workshops for the public when development of Mobility 2035, the Metropolitan Transportation Plan, began. NCTCOG partnered with the City of Dallas to host two open houses and public meetings related to development of the 2011 Dallas Bike Plan.

A Hunt County Transportation Plan is under development, and staff conducted a listening session to inform residents about the plan and seek input about transportation priorities in the county. Recommendations for the Kaufman County Regional Toll Revenue funding initiative were discussed at a public meeting in Kaufman. Finally, NCTCOG partnered with the Texas Department of Transportation Dallas District to host an elected officials briefing and listening session for the public that was also webcast.

2. NCTCOG Transportation staff also participated in 13 community events throughout the region to distribute information about regional transportation and air quality issues. Through coordination with cities, counties, clean air groups, and transit partners, NCTCOG transportation and air quality information was distributed at 14 other events to increase access to and reach of information.

3. Successful media outreach efforts were also conducted, including the distribution of 24 press releases on major projects and programs to 170 reporters at local media outlets and multiple interviews were conducted with local, national and international print, radio and television media. Staff responded to numerous citizen and media requests for information, and participated in a live chat on The Dallas Morning News Transportation blog. The media contact list is continuously updated.

4. **Mobility Matters**, the MPO quarterly newsletter, was published and distributed to the public involvement mailing list, at public meetings, at community outreach events and on the Web site. Information on department activities was published monthly in the newsletter, **Local Motion**, and NCTCOG agency newsletter, **It’s Your Region**, and electronically distributed through **What’s New**, the agency e-mail newsletter. A new

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\(^1\) NCTCOG Measure  
\(^2\) Federal Measure  
\(^3\) State Measure  
\(^4\) Local Measure
publication, *Where the Money is Going: A Report on the American Recovery and Reinvestment Act*, was a progress report of roadway, transit, air quality and energy, quality of life and aviation projects in North Texas that received economic recovery funding. Another new publication, *Fair Treatment and Meaningful Involvement in Transportation Planning*, is a brochure that outlines Title VI and environmental justice protections, and NCTCOG’s efforts to provide all residents access to participate in and benefit from NCTCOG’s programs. The brochure is available in English and Spanish. To help the public understand project funding and selection, NCTCOG published, “How are transportation projects funded?,” a brochure that summarizes the project planning and implementation process.

5. Staff regularly reviewed the Web site and posted updated information. Staff established a presence in social media for the NCTCOG Transportation Department using Facebook and Twitter. The new initiative complements traditional outreach and included development of a departmental social media policy. A new e-mail system increased readability, interactivity and visualization of e-mail communication.

25. **Goal:** Work with partner transportation agencies in the region to provide an annual update on the regional transportation system’s performance and reliability. This annual publication, “Transportation State of the Region,” focuses on establishing and reporting measures of system performance such as demographics, congestion, air pollution, safety, and project development.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits).

**Attainment:** Met

**Primary Work Tasks:**

1. Publish and distribute a report on the state of the regional transportation system’s performance and reliability.¹

**Principal Performance Measures:**

1. Provide information through a narrative as well as qualitative and quantitative performance measures on the state of the regional transportation system.

**Results:**

1. NCTCOG published this annual the summer of 2010. This year the report was rebranded as *Progress North Texas*, and 20,000 copies were printed. More than 12,000 copies were distributed by mail to members of the public and private sectors in an effort to educate a broader cross section of people affected by the decisions of the MPO. More than 7,500 additional copies are being distributed at public meetings, open houses,

¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
and other events in the region throughout the year. This year’s report contained information on the Metropolitan Planning Area boundary expansion, transportation funding needs, air quality performance and programs, roadway and transit projects under construction or nearing construction, sustainable development, safety, the American Recovery and Reinvestment Act, and methods the public can use to contact NCTCOG. In addition, the report featured testimonials from residents of the region on a variety of transportation topics.

**Transportation Project Programming**

26. **Goal:** Support and facilitate the implementation of transportation projects in the Dallas-Fort Worth Metropolitan Area through the development and maintenance of the Transportation Improvement Program (TIP), a new transportation project tracking system, and Regional Transportation Council (RTC) funding programs.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration (FHWA) Section 112 Planning (PL) funds, Federal Transit Administration (FTA) Section 5303 funds, and Texas Department of Transportation (TxDOT) matching funds in the form of transportation development credits), federal Surface Transportation Program—Metropolitan Mobility (STP-MM) funds, and Regional Transportation Council local funds.

**Attainment:** Met

**Primary Work Tasks:**

1. Develop the Transportation Improvement Program.² (FHWA and FTA)
2. Modify the Transportation Improvement Program each quarter, in line with TxDOT’s quarterly Statewide Transportation Improvement Program (STIP) modification cycle.² (FHWA, FTA, and TxDOT)
3. Maintain updated information system to track TIP projects.¹
4. Finalize Regional Toll Revenue (RTR) project tracking system.¹
5. Initiate development of new project tracking system.¹

**Principal Performance Measures:**

1. Through coordination with cities, counties, and transportation agencies throughout the region, update the status of each project, develop a prioritized project listing, financially constrain the listing, present for public review and comments, and submit the FY2011-2014 TIP/STIP document to TxDOT by the deadline.
2. Work with cities, counties, and transportation agencies throughout the region to refine projects in the 2008-2011 TIP/STIP. These modifications or refinements will be submitted to TxDOT for inclusion in quarterly STIP Revision cycles.
3. Revise project funding, scope, and status each quarter following STIP revision cycles and as updates are made available. These changes were made in the internal TIP database, along with the internet-based project tracking system.

¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
4. Work with the NCTCOG Administration Department to coordinate with a consultant to deliver the final phase of the RTR project tracking system.
5. Execute an agreement with TxDOT to expand the RTR project tracking system to include all TIP projects.

Results:

1. The FY 2011-2014 Transportation Improvement Program for the Dallas-Fort Worth Area was submitted to TxDOT by the June 2010 deadline.
2. Quarterly modifications to the 2008-2011 Transportation Improvement Program were submitted to TxDOT for the November 2009, February 2010, and May 2010 quarterly revision cycles.
3. Modifications to database entries for individual projects (i.e., limits, scope, timing changes) were entered upon the conclusion of each quarterly TIP modification cycle; other project status updates were entered as new data became available.
4. Staff worked with a consultant to finalize the RTR project tracking system and make it available to the public.
5. An agreement was executed with TxDOT to enable work to proceed on the development of a new project tracking system.

27. Goal: Facilitate opportunities for multi-agency collaborative funding of transportation improvements and development of innovative financing strategies in the Dallas-Fort Worth Metropolitan Area.

Funding Source: 2009-2010 Transportation Planning Funds (Federal Highway Administration (FHWA) Section 112 Planning (PL) funds, Federal Transit Administration (FTA) Section 5303 funds, and Texas Department of Transportation (TxDOT) matching funds in the form of transportation development credits), and Regional Transportation Council (RTC) local funds.

Attainment: Met

Primary Work Tasks:

1. Initiate the SH 161 Regional Toll Revenue (RTR) Funding Initiative/Strategic Partnership with TxDOT.¹
2. Facilitate selection and implementation of American Recovery and Reinvestment Act (ARRA) projects.² (FHWA and FTA)
3. Assist local governments and transportation agencies in the development of funding solutions for transportation projects as applicable.¹

Principal Performance Measures:

1. Schedule initial meetings with the Dallas County Task Force to begin consensus development process for the SH 161 RTR Funding Initiative/Strategic Partnership with TxDOT.

¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
2. Coordinate with TxDOT, local agencies, and transit agencies to submit Metropolitan Planning Organization (MPO)-selected project funding recommendations to TxDOT and submit monthly reports for projects selected using ARRA funds.
3. Provide recommendations to the Regional Transportation Council regarding transportation project funding solutions as appropriate throughout the year.

Results:

1. The SH 161 RTR Funding Initiative/Strategic Partnership with TxDOT was initiated in FY2010 with several Dallas County RTR Task Force meetings. This effort will be finalized in FY2011.
2. Provided recommendations for ARRA-funded projects that were approved by the RTC; project status reports were submitted to TxDOT each month.
3. Identified and implemented countless funding and implementation solutions for transportation projects and issues throughout the year.

Congestion Management Process and System Operation

28. Goal: Continue to implement the Congestion Management Process (CMP) that utilizes system performance information to assist local elected officials and decision makers in the allocation of funds and implementation of projects that maximize system reliability and improve air quality.

Funding Source: 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits), federal Congestion Mitigation and Air Quality Improvement Program funds, federal Surface Transportation Program—Metropolitan Mobility funds, and Regional Transportation Council local funds.

Attainment: Met.

Primary Work Tasks:

1. Maintain and update the Congestion Management Process (CMP) for the Dallas-Fort Worth Metropolitan Area. (Federal Highway Administration [FHWA], Federal Transit Administration [FTA], and Texas Department of Transportation [TxDOT])
2. Monitor, implement, and promote Travel Demand Management (TDM) strategies outlined in the CMP and Metropolitan Transportation Plan (MTP) documents. (FHWA, FTA, and TxDOT)
3. Monitor and coordinate Transportation System Management (TSM) goals and strategies outlined in the CMP and MTP documents and implement TSM projects. (FHWA, FTA, and TxDOT)

1 NCTCOG Measure
2 Federal Measure
3 State Measure
4 Local Measure
Principal Performance Measures:

1. Monitor and update the CMP document as needed.
2. Perform planning analysis for non-regionally significant roadway projects. Provide project oversight and management for the Regional Vanpool Program, the Regional Trip Reduction Program, the Local Air Quality (LAQ) Park-and-Ride projects, and the Try Parking It Web site. Promote CMP and TDM strategies.
3. Support and assist regional partners to plan strategies, promote cooperation and participate in committee meetings. Develop and support new and existing TSM projects in the region.

Results:

2. Performed single occupancy vehicle (SOV) analysis and updated Transportation Improvement Program (TIP) project tracking database quarterly. Provided project management and oversight to the Regional Trip Reduction Program, Regional Vanpool Program, LAQ Park-and-Ride projects including, but not limited to, invoice approval, and the development of annual work plans, interlocal agreements and interdepartmental agreements, as needed. Management of the Try Parking It Web site included Web site expansion procurement, updated server and Web site content, monitored and responded to comments/suggestions from Web site users, and maintained the database. Coordinated and chaired the Congestion Management Process/Travel Demand Management Task Force.
3. Coordinated and updated the TSM section in the MTP with regional partners. Monitored regional TSM goals and strategies outlined in the MTP. Provided project management and oversight for the Thoroughfare Assessment Program, including, but not limited to, invoice approval and the development of annual work plans. Provided project oversight for the Local Air Quality Traffic Signal projects.

29. Goal: Support the implementation and integration of regional Intelligent Transportation System (ITS) investments to allow for the exchange of data and video that will enhance traveler information and safety, reduce traffic congestion, increase transportation system reliability and improve air quality.

Funding Source: 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits), federal Congestion Mitigation and Air Quality Improvement Program funds, federal Surface Transportation Program–Metropolitan Mobility funds, and Regional Transportation Council local funds.

Attainment: Met.
**Primary Work Tasks:**

1. Integrate regional ITS systems.  
2. Coordinate regional cooperation for ITS projects. (FHWA, FTA, and TxDOT)  
3. Create regional ITS plans, policies and projects. (FHWA, FTA, and TxDOT)

**Principal Performance Measures:**

1. Work with regional partner agencies to identify needed ITS integration.  
2. Support, assist and review ITS project scopes and regional ITS architecture to ensure standards are met.  
3. Develop and implement ITS plans, policies and projects in coordination with regional partner agencies.

**Results:**

1. Worked with TxDOT to develop the Transportation and Emergency Response Uniform Communication System (TERUCS) to connect agencies with Transportation Management Centers. In addition, monitored existing and initiated new agreements needed for regional communication system. Drafted a scope of work and initiated a work order to begin the development of center-to-center plug-ins for local agencies.  
2. Reviewed and approved all submitted project-level ITS architecture statements. Attended quarterly TIP modification meetings, as needed. Continued to determine the process and structure to update regional ITS architecture. Continued to maintain an inventory of ITS infrastructure within the region.  
3. Updated ITS section of the Metropolitan Transportation Plan. Monitored and implemented regional ITS goals and strategies outlined in the Metropolitan Transportation Plan. Continued to archive data for the regional ITS data archive.

**30. Goal:** Support national, state, and local initiatives directed toward improving and maintaining the security of the region’s transportation system through the coordination of projects, programs and policies.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits), federal Surface Transportation Program—Metropolitan Mobility funds, and Regional Transportation Council local funds.

**Attainment:** Met.

**Primary Work Tasks:**

1. Coordinate transportation security activities with agency and regional partners.  
2. Provide transportation security planning services to agency and regional partners. (FHWA, FTA, and TxDOT)
**Principal Performance Measures:**

1. Support and assist agency and regional partners, monitor activities, promote regional coordination and participate in committee meetings.
2. Supply data, develop performance analysis, and provide planning services related to transportation security.

**Results:**

1. Worked with TxDOT to develop the Transportation and Emergency Response Uniform Communication System (TERUCS) to connect agencies with Emergency Operations Centers. In addition, monitored existing and initiated new agreements needed for regional communication system. Participated in workshops and meetings on security and emergency preparedness issues, as requested.
2. Provided technical transportation data needed to support transportation security and emergency preparedness planning efforts. Updated security section in the Metropolitan Transportation Plan. Developed inventory of transportation critical infrastructure in coordination with regional partners.

**31. Goal:** Support planning and regional coordination of special events by providing data and modeling to support these efforts and facilitate the coordination of various transportation agencies.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits).

**Attainment:** Met.

**Primary Work Tasks:**

1. Coordinate special event activities.
2. Maintain and monitor regionally significant special events.

**Principal Performance Measures:**

1. Support and assist regional partners, monitor activities, promote cooperation and participate in meetings.
2. Coordinate inventory of special events, review implementation strategies, identify funding sources or shared resources, and ensure regional partner involvement.

**Results:**

1. Updated special event programs, policies and projects in the Metropolitan Transportation Plan. Held regular meetings with regional stakeholders involved in special event planning.

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1 NCTCOG Measure  
2 Federal Measure  
3 State Measure  
4 Local Measure
2. Coordinated activities including the development of an inventory of regionally significant special events in the region, monitored special events calendar, worked with regional partners to develop strategies and plans for special events. Coordinated with regional stakeholders for sharing resources and exchanging information related to regionally significant special events.

32. **Goal**: Develop, maintain, and disseminate demographic data to support transportation planning efforts and respond to requests from the public and private sectors; monitor regional development trends for input into the forecast process and provide information to support planning efforts, research methodologies, and develop alternative demographic forecast scenarios used to support the metropolitan transportation planning process, as well as the ongoing process to monitor growth and development in the region. Continue to work with the NCTCOG Research and Information Services Department to complete population and employment forecasts leading to the development of a complete 2040 forecast.

**Funding Source**: 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits).

**Attainment**: Partially Met – Variances in data being used to develop the 2040 forecast resulted in a delay of this task.

**Primary Work Tasks**:

1. Collect information for development monitoring and major employer database.¹
2. Create reports and develop on-line search engine capabilities for development monitoring and major employer data.¹
3. Respond to data requests for information on demographics for population, employment, and households.² (FHWA, FTA, and TxDOT)
4. Provide alternative demographic forecast and transportation analysis for special projects.¹
5. Continue work on 2040 forecast.² (FHWA, FTA, and TxDOT)

**Principal Performance Measures**:

1. Receive information from local governments and other resources, such as on-line periodicals and permit records, to update and maintain data for development monitoring and the major employer database.
2. Document new developments through published reports, maintain an interactive on-line development monitoring search engine, and perform data quality control.
3. Provide technical assistance for demographic data and development monitoring information requests by providing current, future, and historical information to the public.
4. Analyze alternative demographics of population and employment through model runs and interpretation of results for special projects.

¹ NCTCOG Measure  
² Federal Measure  
³ State Measure  
⁴ Local Measure
5. Calibrate, validate, and implement an integrated land-use and transportation model for the 2040 forecast.

**Results:**

1. Staff continued to update development monitoring information acquired from local governments and other data sources and maintained the major employer’s database and GIS shapefiles. Data collection activities were coordinated with NCTCOG’s Research and Information Services Department.
2. Staff published three reports on new regional development, provided them to local partners and made them available on the Web and created an on-line interactive search engine for outside users that allows for up-to-date interactive information queries.
3. Staff responded to various technical assistance data request from local governments and outside partners such as research groups and the private sector by providing GIS shapefiles of major employers and information tables for demographics related to population, employment, and households. Information was provided for special studies.
4. Staff provided alternative demographic forecast and transportation analysis of networks associated with rail, infill, and conservation scenarios for Vision North Texas (VNT) planning efforts. Information was incorporated into the Regional 2050 report, and staff developed alternative growth scenarios for the region.
5. Staff continued work on data and models for the 2040 forecast, the large-area forecast and model were completed, but conversion to the small area is under development.

**Goal:** Continue to support and promote the implementation of sustainable development initiatives that result in more compatible land use and transportation investments throughout the Dallas-Fort Worth Metropolitan Area, including bicycle and pedestrian planning activities, with continued emphasis on access to public transit facilities and services. Provide technical support to local governments for site specific planning work; continue the Sustainable Development funding program, and oversee the EPA Revolving Loan Funds program.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits), federal Surface Transportation Program—Metropolitan Mobility funds, U.S. Environmental Protection Agency funds, federal Congestion Mitigation and Air Quality Improvement Program funds, Regional Transportation Council local funds, Regional Toll Revenue funds, and other local funds.

**Attainment:** Met

**Primary Work Tasks:**

1. Issue a Sustainable Development Call for Projects and recommend projects for funding.
2. Oversee planning studies from the 2006 Sustainable Development Call for Projects.
3. Continue coordination with the University of Texas at Arlington through the University Partnership Program.
4. Provide planning assistance for transit oriented development (TOD) implementation group projects.¹
5. Select projects and award funding for the EPA Revolving Loan Fund (RLF) program.² (Environmental Protection Agency [EPA])
6. Host quarterly Regional Bicycle and Pedestrian Advisory Committee (BPAC) meetings.¹
7. Provide training and workshop opportunities to stakeholders.¹, ² (FHWA, FTA, and TxDOT)
8. Update Veloweb Map. ¹

Principal Performance Measures:

1. Initiate a Call for Projects, receive proposals, evaluate and score applications after verifying data and submission responses, and hold a series of stakeholder meetings with local governments to review project scores.
2. Execute Interlocal Cooperative Agreements (ILA) with local governments, hire consultants through the NCTCOG procurement process, monitor activities, and produce final planning reports.
3. Meet bi-monthly with UTA professor leading the planning study, review research and deliverables as available, and produce planning document to be made available as a development resource for local governments and the private sector.
4. Perform analysis and produce planning reports for local governments selected in the TOD Implementation Group. Work will include land-use and demographic analysis, review of existing conditions, policies, zoning, and code requirements. Provide recommendations for in-fill redevelopment opportunities and infrastructure improvements. Respond to requests for education and information by local governments.
5. Develop and issue a Call for Projects to award pass-through funding from the EPA Revolving Loan Fund. Meet with local governments to recruit participants in the program and meet bi-monthly with EPA to provide updates on the status of work accomplished and outreach efforts.
6. Prepare meeting information and advertise for four BPAC meetings annually. Develop agendas that provide educational information and updates of projects around the metroplex and funding opportunities for bicycle/pedestrian projects.
7. Host at least two training sessions and webinars on sustainable development principles.
8. Finalize Regional Veloweb mapping updates by providing draft maps for comment to stakeholders, such as BPAC members, and internal staff review, analyzing miles added and funding needed for the Mobility Plan, and verifying construction cost methodology.

Results:

1. Staff received 74 proposals in October 2010, which were evaluated and scored during the winter. A project review workshop was held in January to review the projects, and individual meetings were held in February with local governments and private-sector partners. Additional analysis occurred on air quality benefits. Projects were selected in June 2010, and funding was awarded to 35 projects for a total of $44.8 million.
2. All projects were initiated, including the Burleson TOD study, University of North Texas planning study, and the Southern Dallas planning study. Consultants were selected, and

¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
work continued throughout the fiscal year, with final publications to be produced in FY2011 and FY2012.

3. Completed the land use–mixed use development model and the majority of the TOD design guidelines document.

4. Work continued on numerous studies for the Cities of Grand Prairie, Dallas, and North Richland Hills – no documents were finalized, and work will continue in FY2011. Presentations were provided to city councils in Rowlett and Colleyville on the benefits of TOD.

5. Staff developed and issued a Call for Projects. Funding was awarded for hazardous projects in the amount of $1,000,000; petroleum funding of $1,000,000 is still to be awarded and work will continue into FY2011 and beyond. Staff met with EPA bi-monthly to provide updates on the status of the projects. Staff continued coordination with interested parties to provide information about the program, determine project eligibility, and develop funding partnerships.

6. Staff hosted three BPAC meetings and a special session meeting with a Mobility Plan focus. Meetings averaged 60+ attendees and consisted of speakers providing information on trails constructed, sidewalk repair programs, MUTCD plan updates, transit connection opportunities and other relevant topics.

7. Hosted four training workshops (school siting, Safe Routes to School, TxDOT Transportation Enhancement Program, and HUD-EPA-DOT Livability) and nine various webinars on sustainable development topics related to transportation, land use, livability, and bicycle and pedestrian planning.

8. Staff finalized input for the updated Regional Veloweb with work continuing into FY2011 to coordinate with Mobility 2035 adoption. Staff held a peer review within the department for feedback and confirmed updated construction costs.

34. **Goal:** Continue to improve public and staff access to information and data about the transportation and air quality plans, programs, and policies of NCTCOG and the Regional Transportation Council through Internet and Intranet Web sites and applications. This includes support for all programmatic areas of the NCTCOG Transportation Department in both the maintenance and enhancement of existing Web applications and the development of new applications.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits).

**Attainment:** Met.

**Primary Work Tasks:**

1. Create new Web applications.
2. Update and enhance existing Web applications.
3. Maintain and monitor departmental Web sites.
4. Advance modern design and functionality of Web sites.

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1 NCTCOG Measure
2 Federal Measure
3 State Measure
4 Local Measure
**Principal Performance Measures:**

1. Design, develop, test, and support various new Web applications that are identified and requested by NCTCOG staff.
2. Work with NCTCOG staff to identify and implement needed modifications to Web applications.
3. Coordinate Web site editing, provide access to Web site usage statistics, and review Web sites to maintain proper function and ensure that standards are met.
4. Participate in agency efforts to improve Web site appearance, content, functionality, usability, performance, security, and development/maintenance efficiency through coordination activities, research, software and technology upgrades, and other means.

**Results:**

1. Many new Web applications were created, including a NAS JRB Regional Coordination Committee (RCC) Online Development Review, Aviation Education Speakers Bureau, and Metropolitan Transportation Plan Amendment Form. Other applications included surveys for freight planning and U.S. Department of Energy Clean Cities efforts, as well as electronic RFP/CFP tools and an RFP/RFQ vendor Web form.
2. Several Web applications were updated and enhanced, including the transportation provider inventory, Clean Fleet Vehicle Policy (CFVP) compliance verification process, and air quality usage reporting system. Assistance with agency efforts to upgrade the Try Parking It Web site with ride-matching functionality was also provided.
3. Various Web site maintenance activities were undertaken throughout the year, and access to Web site usage statistics was provided to staff. Web sites were reviewed and monitored as required. Continued support to select staff to perform Web site editing was also provided.
4. Processes to upgrade Web development and survey software were initiated, and an event registration service was piloted. A process for utilizing online social media was established. Efforts to redesign the overall Web interface were undertaken, including analyzing project requirements and researching technology options. Progress continued on such items as multiple language support, accessibility for disabled persons, and audio/video capabilities. In addition, investigation and integration of Microsoft CRM (Customer Relationship Management) and SharePoint services were undertaken.

**35. Goal:** Manage and coordinate Geographic Information System (GIS) technologies so that they can be effectively utilized for regional transportation planning; this may include development, design, analysis, training, and maintenance activities. This will include initial development of an Asset Management System for inventorying infrastructure-related data.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds, and Texas Department of Transportation matching funds in the form of transportation development credits).

**Attainment:** Met.

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1 NCTCOG Measure
2 Federal Measure
3 State Measure
4 Local Measure
Primary Work Tasks:

1. Provide GIS services to departmental staff and external parties.¹
2. Coordinate GIS activities within the department.¹
3. Begin development of a transportation asset inventory system.¹

Principal Performance Measures:

1. Organize, manipulate, and supply data; perform analyses; and create maps in support of departmental projects. May also help develop Web or desktop tools that provide GIS functionality.
2. Support and assist GIS users, monitor usage, promote effective use, and participate in agency GIS committees and activities.
3. Continue research, planning, and learning activities related to asset management, and start organizing and using infrastructure data.

Results:

1. Maps were created for a number of initiatives, including ones related to the Super Bowl and World Cup, Metropolitan Planning Area boundary expansion, and sustainable development projects. GIS analysis and data manipulation were conducted for transit operations planning and the urbanized area, as well as for use in transportation safety programs. A geographic analysis of NTTA and TxDOT toll data was undertaken, and updated aerial photos were made available for use in TransCAD. Assistance with agency efforts to redesign the dfwmaps.com mapping Web site was also provided.
2. Coordination activities included participation on an aerial photography RFP evaluation committee, monitoring of GIS usage, contributions to Regional GIS meeting presentations, and participation in agency working groups. In addition, assistance to staff and external parties with GIS data and analysis was provided, including procedures to develop a map book for a Mobility Plan network review.
3. 2009 data from the National Bridge Inventory was downloaded and manipulated into a usable GIS format. Updated information related to the region’s critical infrastructure was provided to the Emergency Preparedness department; this included an analysis process that looked at a variety of criteria. Research and learning activities about asset management practices and available data were undertaken, including attendance at a seminar on GIS asset and work management software solutions.

Fiscal Management and Transit Operations

36. Goal: Coordinate transportation resources to enhance public transit options available in the Dallas-Fort Worth Metropolitan Area, with an emphasis on improving mobility for low income, elderly, and persons with disabilities.

Funding Source: 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds,

¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
and Texas Department of Transportation in-kind matching funds in the form of transportation development credits); Federal Transit Administration (FTA) Section 5307-Urbanized Area Formula Program funds; FTA Section 5316/3037-Job Access/Reverse Commute Program funds; and FTA Section 5317-New Freedom Program funds; Texas Department of Transportation funds; Regional Transportation Council local funds; and other public or private funds.

**Attainment:** Met – ongoing work tasks that will continue in FY2011.

**Primary Work Tasks:**

1. Develop a comprehensive program in support of metropolitan, urban, and rural transit provider efforts by coordinating transportation funding, operational, and planning activities that focus on improving the efficiency and effectiveness of current system, as well as identifying opportunities for increase service.¹
2. Provide recommendations to the Regional Transportation Council for programming of Federal Transit Administration (FTA) dollars for operation of public transit services in the region. ¹, ² (FTA)
3. Serve as the Federal Transit Administration (FTA) grantee for Urbanized Area Formula Program (Section 5307) funds on behalf of five small urban/rural transit providers in the region. ², ⁴ (FTA and Federal Grant Recipients)
4. Serve as the FTA Designated Recipient for the Job Access/Reverse Commute Program (Section 5316) and New Freedom Program (Section 5317) in the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized Areas. ² (FTA)
5. Serve as the lead agency for regional public transportation coordination activities in the 16-county North Central Texas region. ², ³, (FTA and TxDOT)
6. Coordinate development of a Regional Vehicle-for-Hire Program (taxis, limousines, and shuttles) to provide safe, reliable, and seamless transportation services in the region.¹

**Principal Performance Measures:**

1. Provide technical assistance to transit providers requesting Federal Transit Administration funding by assisting with coordination of technical information, federal regulations, and grant management requirements.
2. Develop annual Transit Section program of projects, and coordinate programming of funds in an approved Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP).
3. Administer the Urbanized Area Formula (Section 5307) Program and American Recovery and Reinvestment Act of 2009 (ARRA) Program including grant management and oversight to ensure compliance with FTA rules and regulations.
4. Administer the Job Access/Reverse Commute and New Freedom Programs including grant management, project implementation, and oversight activities to ensure compliance with FTA rules and regulations.
5. Coordinate public transit-human service transportation planning and implementation efforts in the region.
6. Worked with the City of Dallas, City of Fort Worth, Dallas/Fort Worth International Airport, Limousine Industry, and other stakeholders on the development of a Regional Limousine Permit Pilot Project for Super Bowl XLV.

¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
**Results:**

1. Provided technical assistance to transit providers undergoing their FTA Triennial Review; coordinated multiple agency effort to assist Collin County Area Regional Transit (CCART) in resolving issues identified during their 2009 FTA Triennial Review; and assisted Kaufman Area Rural Transit (KART) in development of a Request for Proposals for construction of a vehicle storage facility.

2. Inclusion of the 2011 Program of Projects and revisions to prior year Programs of Project; and coordinated associated modifications to the Transit Section of the 2008-2011 TIP/STIP through the quarterly TIP/STIP revision cycles in February, May, August, and November.

3. Executed FTA grants, processed grant amendments, and/or budget revisions as necessary; submitted necessary monthly, quarterly, and annual reports as required; executed agreements with subgrantees for implementation of transit projects; provided technical assistance and conducted on-site visits to assist subgrantees in meeting FTA rules and regulations; and successfully completed the FTA Triennial Review, which FTA conducts every three years to determine whether a grantee is administering its FTA-funded programs in accordance with Federal transit laws.

4. Executed FTA grants, processed grant amendments, and/or budget revisions as necessary; submitted necessary quarterly and annual reports as required; executed agreements with subgrantees for implementation of transit projects; provided technical assistance and guidance in project development and implementation to assist subgrantees in meeting FTA rules and regulations.

5. Hosted a regional coordination stakeholder meeting to provide an update on progress and receive feedback on program direction; sponsored a two-day National Transit Institute Coordinated Mobility Workshop for regional stakeholders; developed regional vehicle specifications for Type III transit vehicles and Americans with Disabilities Act (ADA) accessible minivan type vehicles; and conducted a cooperative vehicle procurement for the purchase of 18 hybrid-electric transit vehicles on behalf of 5 transit providers utilizing American Recovery and Reinvestment Act of 2009 (ARRA) funds.

6. Developed mutually agreed upon regional standards for limousine vehicles and drivers for issuance of a Temporary Regional Limousine Permit for Super Bowl XLV.

**37. Goal:** Develop innovative financial partnerships and fiscal management tools to support national and regional initiatives to improve air quality, reduce congestion, and maximize system efficiency. Implement strategic funding and streamline administration for effective project development and management.

**Funding Source:** 2009-2010 Transportation Planning Funds (Federal Highway Administration Section 112 PL funds, Federal Transit Administration Section 5303 funds and Texas Department of Transportation matching funds in the form of transportation development credits); federal Congestion Mitigation and Air Quality Improvement Program funds; federal Surface Transportation Program–Metropolitan Mobility funds; federal and regional Environmental Protection Agency funds; Federal Transit Administration Section 3037 and Section 5316 - Job Access/Reverse Commute Program, Section 5317-
New Freedom Program, Urbanized Area Formula Program funds, Section 5317 - New Freedom Program, and Section 5339 - Alternatives Analysis Discretionary Program funds; Federal Aviation Administration funds; US Department of Defense funds; US Department of Energy funds, Regional Toll Revenue funds; Texas Commission on Environmental Quality funds; State Energy Conservation Office funds; Regional Transportation Council local funds; and other State and local funds.

**Attainment:** Met – Staff continued to implement and manage federal, State, and local funding awards for implementation of transportation projects and programs.

**Primary Work Tasks:**

1. Develop Transportation Department Budget for FY2011 identifying federal, State and local funding sources.¹
2. Secure appropriate approvals for pursuit and receipt of federal, State and local grant funding opportunities.¹
3. Develop and maintain appropriate grant management procedures to ensure compliance with federal, State and local grants.³
4. Develop appropriate contracting mechanisms to ensure subrecipients of federal, State and local funds comply with grant conditions.¹
5. Coordinate with NCTCOG’s Administration Department to ensure reimbursement of federal, State and local funds.¹

**Principal Performance Measures:**

1. Submit and include the Transportation Department Budget in NCTCOG’s Agency Budget for FY2011. To develop the annual budget, staff will conduct a review of authorized revenues by funding source and project, including an assessment of carryover revenues from the previous year, and work with each program area in the department to develop anticipated costs by funding source and project to include salaries, benefits, indirect, consultant, pass-through, and other costs necessary to operate the department and carry out the objectives of each project. Anticipated costs will be balanced to available revenues.
2. Coordinate with other program staff on all grant funding opportunities to ensure NCTCOG Executive Board approves authorization to submit for a grant opportunity, authorization to receive funds if awarded, and authorization to enter into necessary grant and sub-recipient agreements to carry out the intent of the grant award. Fiscal Management staff will work to ensure the necessary items are placed on the Executive Board agenda, briefing materials are prepared, and draft resolutions approving requested actions are submitted to the Executive Board for approval.
3. Administer grant funding programs in compliance with federal, State and local requirements with no material deficiencies. Fiscal Management staff will administer grant funding agreements, in conjunction with program area staff, by ensuring that NCTCOG has the authority and ability to comply with the terms and conditions of each grant award. Grant management policies and procedures will be reviewed and updated on a continual basis to ensure the necessary systems are in place to meet the terms and conditions of each grant award.

¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
4. Execute agreements with subrecipients of federal, State and local funds administered by NCTCOG. Staff will follow a protocol for agreement development and execution. Sub-recipient agreements are reviewed for consistency with program, grant, and legal requirements. NCTCOG’s General Counsel will approve each sub-recipient agreement as appropriate.

5. Obtain reimbursement of expenses in a timely manner. Fiscal Management staff will coordinate with NCTCOG’s Administration Department in preparing/reviewing the necessary documentation to submit to funding agencies for reimbursement of expenses under federal, State and local grant awards. Grant management procedures will be followed to ensure timely payments are received, and if not, unpaid items are escalated to appropriate levels to ensure payment.

**Results:**

1. The Transportation Department developed an FY2011 Budget of $110,149,795 for inclusion and adoption in NCTCOG’s Agency Budget.
2. NCTCOG Executive Board approval, by resolution, was obtained for authorization to submit grant applications, received funds if awarded, and execute necessary agreements to obtain and disperse grant funds.
3. Staff administered federal, State and local grant funding programs with no material findings or deficiencies as determined by funding agencies through a fiscal audit and/or program review initiatives.
4. NCTCOG executed agreements, as authorized by the Executive Board, with subrecipients of federal, State and local funds administered by NCTCOG.
5. Staff secured reimbursement and/or advance payment of eligible costs from federal, State and local funding agencies of approximately $65.5 million in FY2010.

**Streamlined Project Delivery**

38. **Goal:** In partnership with the Texas Department of Transportation (TxDOT), local governments, local transit authorities and the freight rail operators, prepare a set of improvement alternatives, an environmental analysis, a cost/benefit analysis and a preliminary phasing plan for the expedited implementation of the locally preferred Tower 55 alternative. Determine impacts and opportunities for the implementation of regional commuter rail associated with the locally preferred Tower 55 alternative. Encourage innovative design, sustainability, funding, and construction methods for the project where feasible.

**Funding Source:** Congressional Earmark funds, federal Surface Transportation Program–Metropolitan Mobility funds, and other public or private funds.

**Attainment:** Met
**Primary Work Tasks:**

1. Lead coordination activities between major stakeholders including the Class I (BNSF Railway and Union Pacific) railroads, Class III (Fort Worth and Western) railroads, Federal Highway Administration (FHWA), TxDOT, Fort Worth Transportation Authority (FWTA), and local governments.\(^1\) (Congress, FHWA, and TxDOT)
2. Identify and refine potential improvement alternatives in order to define and achieve consensus for a Locally Preferred Alternative (LPA).\(^1,2,3\) (Congress, FHWA, and TxDOT)
3. Prepare and submit an Environmental Assessment (EA) which evaluates the benefits and impacts of the LPA.\(^1,2,3\) (Congress, FHWA, and TxDOT)
4. Develop a cost/benefit analysis for the LPA and determine a preliminary phasing plan for implementation based on funding options and sources.\(^1,2,3\) (Congress, FHWA, and TxDOT)
5. Assist the Class I railroads and other transportation partners in completing Federal grant applications and other processes to obtain funding for improvements.\(^1,2,3\) (Congress, FHWA, and TxDOT)

**Principal Performance Measures:**

1. Conduct regular meetings of the Tower 55 Technical Advisory Group (TAG) when warranted, as well as specialized meetings with specific project partners and other interested and/or affected parties.
2. Determine overall operational, economic, and environmental impacts for the three remaining alternatives: Near-Term At-Grade Improvement Package, Long-Term North-South Trench Alternative, and Long-Term East-West Trench Alternative
3. Evaluate environmental data collection efforts, engineering analyses, and operational needs/issues to quantify LPA benefits/impacts within the EA document.
4. Finalize construction and operational costs for the LPA and determine applicability and timing for potential funding sources.
5. Monitor initiation and application needs for potential federal grant programs and provide assistance where feasible.

**Results:**

1. One TAG meeting, two Alternative Analysis workshops with TxDOT, and specialized coordination meetings were held with BNSF Railway; Union Pacific; City of Fort Worth; Historic Fort Worth, Inc.; Fort Worth South, Inc.; FWTA; and, Meals on Wheels. Weekly conference calls with the consultant group persisted until January 2010, but were held irregularly for the remainder of FY2010. Presentations were given before the Fort Worth City Council (June 2010) and Tarrant Regional Transportation Coalition (August 2010), and other briefings to local elected officials and interested parties also occurred.
2. Efforts to refine the North-South Trench and East-West Trench alternatives continued through the first half of FY2010, but were put on indefinite hold at the request of the Class I railroads. Finalization of engineering plans continued for the At-Grade Improvement Package in consideration of possible funding through the Transportation Investment Generating Economic Recovery (TIGER) Grant Programs.

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\(^1\) NCTCOG Measure  
\(^2\) Federal Measure  
\(^3\) State Measure  
\(^4\) Local Measure
3. Data collection and public involvement continued to be documented within the ongoing EA. With no long-term LPA selection during FY2010, efforts to complete EA were put on indefinite hold.
4. With no long-term LPA selection during FY2010, efforts to complete a cost-benefit analysis were put on indefinite hold.
5. NCTCOG staff with the preparation and monitoring of the TIGER I Grant Program application submitted in September 2009 and the TIGER II Grant Program application submitted in August 2010. The At-Grade Improvement Package for Tower 55 was selected by the U.S. Department of Transportation for an award of $38 million through the TIGER II Grant Program on October 20, 2010.

39. Goal: Continue to refine the Regional Outer Loop corridor through coordination with TxDOT, local governments, and the public, with the intent of publishing a draft Corridor Identification Report for the full route around the Dallas-Fort Worth Metropolitan Area while expediting the advancement of Regional Outer Loop corridor segments, both into and through the formal Environmental Impact Statement evaluation process, and employing context-sensitive solutions.

Funding Source: Federal Surface Transportation Program–Metropolitan Mobility funds, Regional Toll Revenue funds, and local funds.

Attainment: Met

Primary Work Tasks:

1. Lead coordination activities with local, regional, and state transportation partners and stakeholders regarding the development and analysis of Regional Outer Loop preliminary corridor alternatives. (TxDOT)
2. Refine and screen preliminary corridor alternatives identified to date. (TxDOT)
3. Perform travel model analysis incorporating screened preliminary corridor alternatives and determine mobility and congestion effects on the regional thoroughfare network. (TxDOT)
4. Employ Regional Outer Loop Information System to conduct a comprehensive environmental analysis of the screened preliminary corridor alternatives. (TxDOT)
5. Identify a single ½- to 1-mile wide Locally Preferred Corridor Alternative (LPCA) and logical termini segments for the full route of the Regional Outer Loop around the Dallas-Fort Worth Metropolitan Area. (TxDOT)
6. Provide technical assistance to Collin County in the expedited local environmental analysis, evaluation of Requests for Proposals, and potential construction of Collin County Outer Loop segments.
7. Assist TxDOT in the completion and Federal Highway Administration approval of the Loop 9 Draft/Final Environmental Impact Statement. (TxDOT)

Principal Performance Measures:

1. Conduct briefings, meetings, workshops, and presentations with the Regional Outer Loop Corridor Refinement Team (local TxDOT districts, Texas Turnpike Authority

1 NCTCOG Measure
2 Federal Measure
3 State Measure
4 Local Measure
Division, and consultants), Regional Outer Loop Stakeholder Roundtable (local elected
customs, city/county staff, special district representatives, and landowners), and other
interested/affected parties as needed.

2. Screen preliminary corridor alternatives based on public/agency input and accumulated
data in order to eliminate non-viable options and reduce the number of corridors to be
fully analyzed within the upcoming Corridor Identification Report.

3. Prepare and run travel demand models for each of screened corridor alternatives based
on updated regional demographics and the approved 13-county roadway network for the
upcoming Metropolitan Transportation Plan, Mobility 2035.

4. Perform additional screening of the corridor alternatives according to travel demand
model performance results and economic, environmental, community, and land use data
collected for the Regional Outer Loop Information System.

5. Develop and complete a Corridor Identification Report which will document the multiple
screening processes conducted on each corridor alternative, identify an LPCA for the full
route around the Dallas-Fort Worth region, and determine segment logical termini and
prioritization warrants for the LPCA.

6. Expedite study completion and implementation of Collin County Outer Loop segments.

7. Obtain Record of Decision (ROD) for the Loop 9 Draft/Final Environmental Impact
Statement.

Results:

1. During FY2010, three meetings were conducted with the Regional Outer Loop Corridor
Refinement Team, two series of meetings with the Regional Outer Loop Stakeholder
Roundtable, and multiple meetings were held with various interested and/or affected
parties. In addition, the Regional Outer Loop was discussed throughout the year in
meetings of the Interstate Highway 35 Corridor Segment Committees and the project is
planned to be incorporated into the upcoming MY-35 Plan.

2. An informal screening process was performed for the 105 possible Regional Outer Loop
corridor alternatives identified to date based on public/agency input and preliminary
environmental data collected since the study began in 2007. The evaluation reduced the
number of preliminary corridor alternatives to be fully analyzed within the upcoming
Corridor Identification Report to 48. The screening also enabled staff to update the
conceptual alignment for the Regional Outer Loop to be evaluated in Mobility 2035: The
Metropolitan Transportation Plan for the Dallas-Fort Worth Region.

3. Coding scenarios were developed to evaluate each of the 48 remaining corridor
alternatives using as few runs of the 13-county travel demand model as possible. The
full travel model analysis is expected to begin in January/February 2011 upon finalization
of the regional thoroughfare network to be incorporated into Mobility 2035: The
Metropolitan Transportation Plan for the Dallas-Fort Worth Region.

4. Data covering each of the elements typically covered in a roadway Environmental
Impact Statement continues to be collected for the Regional Outer Loop Information
System. Portions of the data were employed during the information screening process
which reduced the 105 identified corridor alternatives to 48.

5. During FY2010, major additions of text, maps, and tables were inserted into the
Regional Outer Loop Corridor Identification Report, primarily those regarding the
identification, development, refinement, and screening of the 105 possible corridor
alternatives. Completion of the report is expected during FY2011 following the updated

1 NCTCOG Measure
2 Federal Measure
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travel demand model and environmental analysis of the 48 remaining screened
alternatives.

6. Frontage roads for Segment 1 of the Collin County Outer Loop (SH121 to US 75) are
expected to be let for construction in January 2011. A Request for Proposals to advance
Segment 3 of the Collin County Outer Loop (US 75 to the Denton/Collin County Line)
through a possible Comprehensive Development Agreement was issued in August 2010.
Technical assistance by NCTCOG staff assistance was instrumental in enabling each of
these actions.

7. During FY2010, the Loop 9 Draft Environmental Impact Statement (DEIS) underwent
several rounds of analysis and comment exchanges with the TxDOT Environmental
Affairs Division and the Federal Highway Administration. By the end of the fiscal year,
as a result of additional assistance by NCTCOG staff, the document entered its final
round of analysis before issuance of Approval for Further Processing, enabling TxDOT
to conduct a formal Public Hearing for the project. A Record of Decision (ROD) for the
DEIS is expected by the end of 2011, and approval of a Final Environmental Impact
Statement (FEIS) is expected the following year.

40. **Goal:** Apply appropriate tools and resources in assisting transit agencies, local
governments, associated NCTCOG program areas, and other entities to expedite planning,
prioritization, engineering review, environmental evaluation, approval, and programming of
passenger rail corridors under consideration for the Rail North Texas Initiative. Encourage
innovative design, sustainability, funding, and construction methods for the projects where
feasible.

**Funding Source:** Federal Surface Transportation Program–Metropolitan Mobility funds,
Regional Toll Revenue funds, and Regional Transportation Council local funds.

**Attainment:** Met.

**Primary Work Tasks:**

1. Conduct individual and team stakeholder meetings to gather input for the Cotton Belt,
Frisco, Waxahachie and McKinney passenger rail corridor Conceptual Engineering and
Funding Studies (CE & FS).¹

2. Complete traffic, travel demand and environmental analysis efforts intended to expedite
future environmental analyses for the Cotton Belt, Frisco, Waxahachie and McKinney
passenger rail corridors. ¹

3. Prepare final reports and submit them to stakeholders for the Cotton Belt, Frisco,
Waxahachie, and McKinney passenger rail corridors.¹

4. Initiate the Cotton Belt Innovative Finance Initiative to identify viable funding sources for
the implementation of the Cotton Belt passenger rail service.¹

**Principal Performance Measures:**

1. Schedule and notify appropriate stakeholder attendees for each individual and corridor-
wide team meetings for each respective passenger rail corridor, including Cotton Belt,
Frisco, Waxahachie and McKinney passenger rail corridors.

¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
2. Prepare evaluation matrices to present quantitative analysis results of traffic analysis, travel demand, and fatal flaw level environmental analysis for each respective passenger rail corridor.
3. Prepare, review, finalize, and distribute final reports to each respective corridor stakeholder group.
4. Conduct stakeholder team and individual meetings for the Cotton Belt Innovative Finance Initiative.

**Results:**
1. Proactive stakeholder involvement initiatives were completed.
2. Completed traffic, travel demand and environmental analysis efforts intended to expedite future environmental analyses.
3. Final reports were published and distributed to stakeholders in the Cotton Belt, Frisco, Waxahachie and McKinney passenger rail corridors.
4. Completed the first round of stakeholder team and individual meetings initiating the Cotton Belt Innovative Finance Initiative.

41. **Goal:** Assist the Texas Department of Transportation, North Texas Tollway Authority, transit authorities and other implementing entities to expedite planning, prioritization, engineering review, environmental evaluation, approval, and programming of high-priority freeway, toll road, HOV/Managed lane, transit and other multimodal corridor projects. Use appropriate tools and resources to complement efforts by other NCTCOG program areas and partnering agencies. Encourage innovative design, sustainability, funding, and construction methods for the projects where feasible.

**Funding Source:** Federal Surface Transportation Program–Metropolitan Mobility funds, Regional Tollroad Revenue Funds and Regional Transportation Council local funds.

**Attainment:** Met

**Primary Work Tasks:**
1. Enhance partnerships amongst North Texas transportation providers in implementing projects of mutual interests.¹
2. Work cooperatively with North Texas transportation providers in developing innovative methods to expedite project implementation and delivery, including environmental streamlining, design and construction methods, innovative funding opportunities, and potential for introducing public/private partnerships.¹
3. Identify non-traditional funding and grant opportunities, at both the state and federal levels, to provide needed revenue for continued implementation of key regional projects.¹

**Principal Performance Measures:**

¹ NCTCOG Measure
² Federal Measure
³ State Measure
⁴ Local Measure
1. Meet regularly with North Texas transportation providers in improving relationships, clarifying roles and responsibilities, and developing agreed-upon strategies for expediting project delivery.

2. Meet regularly with region cities and counties in providing assistance in defining methods and opportunities for expediting project delivery, including environmental streamlining, procurement methods, and innovative funding opportunities.

3. Research, communicate, and remain informed for all opportunities, at state and federal levels, to pursue funding for project implementation.

Results:

1. Conducted quarterly coordination meetings with North Texas transportation providers discussing items of mutual interest, including environmental analysis status, funding status, and programmatic status of many of the region’s most significant projects.

2. Met with many of the region’s cities and counties in partnering and defining innovative implementation strategies, including NTTA Southwest Parkway, DART Orange Line, Dallas Streetcar, FWTA SW2NE Commuter Rail, and Collin County Outer Loop.

3. Pursued and obtained new funding for several of region’s most significant projects:
   a. Tower 55 project team was successful in submitting application and receiving TIGER II grant award of $34 million from USDOT allowing for the implementation of the $94 million At-Grade Improvement solution. Financial partners include Union Pacific Railroad, BNSF Railway, Texas Department of Transportation, City of Fort Worth, and the Regional Transportation Council.
   b. Successful in submission of application and receiving TIGER I grant award of $23 million towards the Dallas – Oak Cliff Streetcar Project allowing for the implementation of a 1.5 mile Phase I Starter Segment connecting Union Station, across Houston Street viaduct, and connecting with Methodist Hospital in Oak Cliff. In collaboration with City of Dallas and DART, Transportation Department will serve as FTA Grantee in administering and managing project implementation.
   c. Successful in submission of application and receiving FTA Urban Circulator grant award of $25 million towards the Fort Worth Streetcar project providing key connectivity to the Trinity Railway Express and future Southwest-to-Northeast commuter rail. Streetcar project will provide key last linkage to downtown employment opportunities and growing residential base.
   d. Successful in submission of application and receiving ARRA High Speed Rail grant award of $6 million towards the improvement of Trinity Railway Express corridor to accept the relocation of Amtrak Texas Eagle operations. This success fulfills one of the long-standing key goals of the Long-Range Transportation Plan’s objectives of providing Amtrak connectivity to Dallas/Fort Worth International Airport.
   e. Successful in the identification and approval of financial and implementation strategy for SH161 and Southwest Parkway. Working in close collaboration with North Texas Tollway Authority, devise an innovative “bottom waterfall” financial strategy leveraging tollroad revenue to construct both SH161 and Southwest Parkway. This successful financial strategy allowed the region to move forward with project implementation on two key projects, both with multiple decade long commitments.

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1 NCTCOG Measure
2 Federal Measure
3 State Measure
4 Local Measure
I. TASK 1 – ADMINISTRATION AND MANAGEMENT

Coordination, communication, and management tasks that are essential to maintaining the metropolitan planning process comprise the subtasks in the area of Administration/Management. Overall direction of planning activities and grant administration tasks such as purchasing, contract development, and auditing are included. The preparation and circulation of information relevant to regional transportation policy is a major focus of this element. This includes support to the Regional Transportation Council (RTC), associated technical committees, and the North Central Texas Council of Governments (NCTCOG) Executive Board. In addition, public involvement and outreach activities as emphasized in the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) are conducted under this element.

1.01 Public Involvement, State-of-the-Region, and Legislative Support (Planning)

This annual Work Program element includes staff activities in support of NCTCOG’s Transportation public involvement, outreach, and education program; monitoring of the regional transportation system performance and reliability; and legislative initiatives.

Public Involvement, Outreach, and Education – Effective public participation provides a mechanism for the NCTCOG Transportation Department to solicit ideas and public comments and build support among the public who are stakeholders in transportation investments that impact their communities. Public involvement and outreach activities include regular public meetings, participation in various community events, publication and distribution of transportation and air quality information and media relations. Staff seeks to proactively communicate with and be a resource for the public, elected officials and the media.

To comply with Title VI of the 1964 Civil Rights Act and the Department of Transportation’s Order on Environmental Justice and Executive Order 12898, the public involvement process identifies minority and low-income populations to ensure public outreach opportunities and involvement. Public meeting locations are selected throughout the region to include opportunities for minority communities to participate in the planning process. Minority newspaper and media outlets are used to target underserved communities.

NCTCOG Transportation Department staff regularly participates in outreach opportunities to distribute materials and discuss transportation programs with the public. These include speaking with neighborhood groups and professional associations, and participation in community events such as Earth Day celebrations, health and environmental fairs and bike rallies.

Information and education on transportation and air quality issues will continue to be disseminated through the NCTCOG Web site. Reports, plans, publications, recent presentations, schedules of meetings, and other information are available online. Public comments may also be submitted via the Web site and e-mail. The NCTCOG Transportation Department Twitter and Facebook accounts established in FY2010 enhanced communication and outreach efforts.

Also contained in this element is the preparation of summary reports, newsletters, and other information items on transportation, air quality, and demographic developments. These reports are provided for use by the public, local governments, chambers of commerce, and elected officials. The publication of NCTCOG’s Regional Mobility Initiatives series and the Metropolitan Planning Organization’s quarterly newsletter, Mobility Matters, and monthly newsletter, Local Motion, is included.
Transportation-related information is also available to the Regional Transportation Council and its technical committees, staff, elected officials, students, and members of the general public through the North Central Texas Council of Governments’ Transportation Library. This element includes support of staff involved in the pursuit of information and maintenance of the library.

As a component of NCTCOG’s Transportation Department community outreach, research continues concerning multimedia outreach efforts, including assessing the feasibility of internal or external webcasting, podcasting, and local cable broadcasting.

**Work Performed and Status** – Staff conducted six public meeting series (total of 18 meetings, one of which was webcast) throughout the Metropolitan Planning Area to educate the public on current and future Metropolitan Planning Organization (MPO) activities and seek input. Additionally, staff conducted six workshops for the public when development of Mobility 2035, the Metropolitan Transportation Plan, began. NCTCOG partnered with the City of Dallas to host two open houses and public meetings related to development of the 2011 Dallas Bike Plan. A Hunt County Transportation Plan is under development, and staff conducted a listening session to inform residents about the Plan and seek input about transportation priorities in the county. Recommendations for the Kaufman County Regional Toll Revenue funding initiative were discussed at a public meeting in Kaufman. Finally, NCTCOG partnered with the Texas Department of Transportation Dallas District to host an elected officials briefing and listening session for the public that was also webcast.

Each public meeting series included day and evening meetings and meeting locations throughout the region that were accessible to individuals with disabilities and, whenever possible, near public transportation. Proximity to project area was also considered, especially for the Dallas Bike Plan, Hunt County and Kaufman County public meetings. For those unable to attend the public meetings in person, audio recordings were made available on the NCTCOG Web site, along with copies of the presentations and written summaries of the meetings.

Notices for each public meeting series were sent by mail to about 8,880 people and e-mailed to about 3,600 people. More geographically targeted lists were used for other public meetings. Public meeting fliers were available at libraries throughout the Metropolitan Planning Area and posted at municipal offices. Advertisements about public meetings were also placed in area newspapers, including translated ads in Spanish papers. The mail and e-mail lists are continuously updated.

Successful media outreach efforts were also conducted, including the distribution of 24 press releases on major projects and programs to 170 reporters at local media outlets, and multiple interviews were conducted with local, national and international print, radio and television media. Staff responded to numerous citizen and media requests for information, and participated in a live chat on The Dallas Morning News Transportation blog. The media contact list is continuously updated.

NCTCOG Transportation staff also participated in 13 community events throughout the region to distribute information about regional transportation and air quality issues. Through coordination with cities, counties, clean air groups, and transit partners, NCTCOG transportation and air quality information was distributed at 14 other events to increase access to and reach of information.
Mobility Matters, the MPO quarterly newsletter, was published and distributed to the public involvement mailing list, at public meetings, at community outreach events and on the Web site. Information on department activities was published monthly in the newsletter, Local Motion, and NCTCOG agency newsletter, It’s Your Region, and electronically distributed through What’s New, the agency e-mail newsletter. A new publication, Where the Money is Going: A Report on the American Recovery and Reinvestment Act, was a progress report of roadway, transit, air quality and energy, quality of life and aviation projects in North Texas that received economic recovery funding. Another new publication, Fair Treatment and Meaningful Involvement in Transportation Planning, is a brochure that outlines Title VI and environmental justice protections, and NCTCOG’s efforts to provide all residents access to participate in and benefit from NCTCOG’s programs. The brochure is available in English and Spanish. To help the public understand project funding and selection, NCTCOG published, “How are transportation projects funded?,” a brochure that summarizes the project planning and implementation process.

Staff established a presence in social media for the NCTCOG Transportation Department using Facebook and Twitter. The new initiative complements traditional outreach and included development of a departmental social media policy. A new e-mail system increased readability, interactivity and visualization of e-mail communication. In addition to the new initiatives, staff continued contributing to Web site content.

Finally, staff revised the Public Participation Plan in FY2010 to address the growing region, changing communication trends and suggestions received from the public. The Public Participation Plan, as approved by the Regional Transportation Council in March 2010, also includes 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.

This project is an annual element, and work will continue in FY2011.

State of the Region – A product from NCTCOG’s 2003 strategic planning effort is the monitoring of regional transportation system performance and reliability. This project focuses on establishing measures of system performance for which data gathered on an annual basis will be used to index overall performance of the transportation system from year to year. Data reported includes demographics, congestion, air pollution, safety, and project development. The Transportation State-of-the-Region report is published annually.

Work Performed and Status – In 2010, the report was rebranded as Progress North Texas, and 20,000 copies were printed. More than 12,000 copies were distributed by mail to members of the public and private sectors in an effort to educate a broader cross section of people affected by the decisions of the MPO. More than 7,500 additional copies are being distributed at public meetings, open houses, and other events in the region throughout the year.
The Transportation State-of-the-Region report is published annually and will continue in FY2011.

Legislative and Partners In Mobility Support – In addition to the above activities, NCTCOG Transportation staff provides assistance when called upon to support activities of the Partners In Mobility, federal transportation legislation, and other transportation and air quality-related legislative initiatives. The Partners In Mobility initiative is a collaborative effort of chambers of commerce, transportation authorities, local governments, and transportation planning and advocacy agencies in the region to promote transportation funding and project implementation. NCTCOG Transportation staff monitors activity in the Texas Legislature and United States Congress as it relates to the Metropolitan Planning Organization functions. Staff serves as a liaison between Legislative and Congressional offices to fulfill requests for information. NCTCOG staff also provides assistance to the Regional Transportation Council in developing its legislative program for the Texas Legislature and the United States Congress. Local funds will be utilized to support activities in this area that are not eligible for federal reimbursement.

Work Performed and Status – During FY2010, NCTCOG staff continued implementation of a legislative program. NCTCOG staff assisted the Regional Transportation Council (RTC) with developing its legislative position, and based on the RTC’s policy positions, NCTCOG staff conducted research and informed elected officials and their staffs regarding these positions. This information was presented through various letters sent by the RTC. NCTCOG staff also periodically updated a Legislative Affairs Web site. In addition, the Partners In Mobility Steering Committee met to discuss legislative issues.

This project is an annual element, and work will continue in FY2011.

1.02 Program Administration, Committee Support, and Professional Development (Planning)

This annual Work Program element includes staff activities related to program and project administration, computer resources, policy and technical committee support, and professional development.

Program Administration – This subtask includes preparation and revision of the Unified Planning Work Program, as well as the preparation of annual performance and expenditure reports. Elements include development and monitoring of budgets and costs, contract procurement/management, consultant contract monitoring, and the preparation of grant applications. Departmental personnel activities, including recruitment, are also included, as are general office management and records management activities. Funding is also included in this subtask for the purchase of office supplies and furniture such as desks, tables, bookcases, chairs, file cabinets, workstations, partitions, and ergonomics adjustments. If needed, funding will also provide for possible leasehold improvements to accommodate staff office needs and the Transportation Council Room. NCTCOG staff support for activities of the Association of Metropolitan Planning Organizations (AMPO) is also included in this subtask. Local funds will be utilized to support activities in this area that are not eligible for federal reimbursement.

Work Performed and Status – Revisions to the FY2010 and FY2011 Unified Planning Work Program were made to reflect a new initiative, modifications to existing projects, and funding adjustments. No funding changes affecting Transportation Planning Funds were necessary. The FY2009 Annual Report on Performance and Expenditures was developed and published. General office management activities continued to be carried out (i.e.,
incoming/outgoing mail, office assignments, time sheets, management and staff meetings, and ordering of furniture and supplies); budgets were developed and expenditures monitored; contracts were executed and monitored; personnel actions were processed; and recruitment efforts continued with nine employees joining the staff. No leasehold improvements were necessary during FY2010. Staff participated in meetings of the national Association of Metropolitan Planning Organizations. Local funds were used to support activities that were not eligible for federal reimbursement.

This project is an annual element, and work will continue in FY2011.

Computer Resource Management and Equipment Purchases – This subtask includes various computer and computer-related system maintenance functions, as well as software and hardware purchases that are not directly accountable to individual projects. The overall goal of this subtask is to provide NCTCOG staff with the tools and ongoing technical support needed to complete other work tasks in an efficient and timely manner. The Transportation Department has adopted a microcomputer hardware management plan with the goal of replacing 25 percent of the microcomputer inventory each year. This practice helps to defer the cost of having any one-time outlay of resources to replace machines as well as keeping the majority of equipment covered by service agreement warranties. As NCTCOG continues with production of developing travel forecasts using the enhanced TransCAD model in a desktop computer/file and network server environment internal to the agency and continues the data acquisition and storage of Intelligent Transportation System (ITS) data by wire, additional computer hardware consisting of desktop microcomputers, application groups of new TransCAD computers, expansion of the amount of high-speed on-line data storage, network interconnection support, and additional software will be required. Computer hardware and software included in the following table have been identified to assist with this initiative. Proposed software (in addition to the software included along with the hardware for some of the referenced systems) is to support NCTCOG staff and ensure software enhancements. Software support purchases include $30,000 for traffic simulation software packages, $80,000 for annual TransCAD support renewal for the licenses purchased in prior years, $66,000 for both years of web casting services for both the public and NCTCOG’s agency members to access many of the live public meetings as well as recall prior archived audio/video of earlier meetings, and $40,000 for new/upgraded software programs (including operating system-related, Web page design, anti-virus, advanced mapping/presentation software, office applications, and $10,000 for application service subscriptions), analytical software for other traffic engineering, project scheduling, graphics, statistical, and database applications and $170,000 for Microsoft Enterprise Agreement Licensing Program. Consultant assistance may be pursued to assist with this project. The following equipment and software purchases will be considered under this element, in addition to other items as needed:

<table>
<thead>
<tr>
<th>NO.</th>
<th>DESCRIPTION</th>
<th>ESTIMATED PRICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>63</td>
<td>Microcomputer systems (desktop, workstations, portable)</td>
<td>$182,700</td>
</tr>
<tr>
<td>2</td>
<td>Large sheet plotter machines for maps and exhibits</td>
<td>$28,000</td>
</tr>
<tr>
<td>2</td>
<td>Black-and-white laser printers for network group usage</td>
<td>$10,000</td>
</tr>
<tr>
<td>7</td>
<td>Small local laser printers for envelopes, letterhead and labels</td>
<td>$7,000</td>
</tr>
<tr>
<td>12</td>
<td>High-end microcomputer systems (desktop, workstations, portable) for TransCAD production processing</td>
<td>$80,400</td>
</tr>
<tr>
<td>3</td>
<td>Expansions of network high-speed data storage</td>
<td>$25,000</td>
</tr>
<tr>
<td>---</td>
<td>Audio/video editing and web casting production equipment, maintenance, software, and bandwidth for the audio/video</td>
<td>$166,000</td>
</tr>
<tr>
<td>NO.</td>
<td>DESCRIPTION</td>
<td>ESTIMATED PRICE</td>
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<tr>
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<tr>
<td></td>
<td>productions of committee and public meetings, including initial setup and training for the services</td>
<td></td>
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<tr>
<td>10</td>
<td>Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.</td>
<td>$3,000</td>
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<tr>
<td></td>
<td>Data collection devices for bus and rail transit vehicles</td>
<td>$150,000</td>
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<tr>
<td></td>
<td>Data collection devices for transportation surveys</td>
<td>$150,000</td>
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<tr>
<td></td>
<td>Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, monitors, video cards, digital data tapes, network cards)</td>
<td>$30,700</td>
</tr>
<tr>
<td></td>
<td>Licenses to traffic simulation and Assignment software packages (two “TransModeler” and one “DTA” dynamic)</td>
<td>$30,000</td>
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<tr>
<td></td>
<td>Two years of software support by Caliper and specific renewal for the 40 TransCAD licenses</td>
<td>$80,000</td>
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<tr>
<td></td>
<td>Microsoft Structured Query Language (MS-SQL) Database software, web services software, server(s), and local area network (LAN) interconnections for support of the more intense transportation-specific web-based projects to supplement the present agency-wide general servers</td>
<td>$25,000</td>
</tr>
<tr>
<td></td>
<td>ESRI Graphical Information Systems Licensing</td>
<td>$20,000</td>
</tr>
<tr>
<td></td>
<td>Web casting services for the audio/video productions of committee and public meetings, including initial setup and training for the services and 12 months of indexed recall of archived meetings</td>
<td>$66,000</td>
</tr>
<tr>
<td></td>
<td>Microsoft Structured Query Language (MS-SQL) Database software and local area network (LAN) interconnections for use with the regional Intelligent Transportation System (ITS) projects to supplement the present ITS server</td>
<td>$10,000</td>
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<tr>
<td></td>
<td>Interface and connections between the regional ITS fiber optic wide-area network and the local NCTCOG network, including interfacing with the MS-SQL database equipment</td>
<td>$20,000</td>
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<tr>
<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 - Other</td>
<td>$40,000</td>
</tr>
<tr>
<td></td>
<td>Microsoft Enterprise Agreement Licensing Program</td>
<td>$170,000</td>
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</table>

**Work Performed and Status** – During FY2010, the North Central Texas Council of Governments (NCTCOG) purchased the following computer-related hardware and software. Texas Department of Transportation (TxDOT) pre-approval was obtained on all computer and software purchases of $5,000 or more.

Thirty-five desktop and portable microcomputers for staff use were purchased, allowing the retirement of the outdated 2005 microcomputers during the year.
Other computer-related purchases included two HP-9000 series high-speed black-and-white laser printers, two HP-Z6100 large-sheet plotter machines for maps and exhibits, a Canon-8310 portable tabletop projector, maintenance kits and parts for printers, cable locks for portable computers, a variety of printing and plotting supplies, data cables, Uninterruptable Power System (UPS) units and batteries, and portable flash drives for data transfer and storage.

New software licenses were purchased, including four licenses of Adobe Professional 9.0, four licenses of Adobe Contribute CS4, two sets of licenses to Adobe Professional CS5, two licenses of Adobe Web Premium CS5 for support of online Web development and maintenance, one license of Adobe Photoshop CS5, three licenses of Microsoft Project 2007, a license of Microsoft Visio, two licenses of Microsoft Visual Studio, and one license of Math Works – MATLAB for transportation modeling and analysis.

Software maintenance and support was purchased to continue annual vendor support for the Bentley MicroStation graphics software license, the 30 traffic modeling licenses of TransCAD and one license of TransModeler Traffic Simulation; 12 Symantec 12.0 Backup Agent licenses; and Microsoft licenses covered under the NCTCOG Microsoft Enterprise Agreement (MSEA) Licensing Program for Windows Desktop Operating System upgrades, which includes Office Suite, Software Assurance Benefits, Microsoft Exchange Server Enterprise, Microsoft Office Communications Server Enterprise, Microsoft Forefront Security Suite, Microsoft CRM, and Microsoft SharePoint Server Enterprise.

This project is an annual element, and work will continue in FY2011.

Committee Support – This subtask is an annual element and includes preparation of material for meetings, posting of meeting information on the departmental Web site, documentation of meeting proceedings, any follow-up required, and other staff activities and expenses, including equipment and food purchases, associated with the Regional Transportation Council, its subcommittees, and the Surface Transportation Technical Committee. Staff activities in support of departmental items for consideration by the NCTCOG Executive Board are also included. Regional Transportation Council Local funds will be used to support needed equipment purchases.

Work Performed and Status – Monthly meetings of the NCTCOG Executive Board, the Regional Transportation Council, and the Surface Transportation Technical Committee were conducted to discuss and consider transportation issues. RTC Subcommittee meetings and workshops were also held throughout the year. Staff continued to prepare information for these meetings, develop meeting minutes, post items to the Web site, carry out committee actions, and respond to requests for additional information as needed.

This project is an annual element, and work will continue in FY2011.

NCTCOG Staff and Local Government Training – Training opportunities relative to transportation and related air quality planning activities and applications will be offered by NCTCOG for local governments, transportation providers, and planning agency staff. Topics covering common issues and concerns, and that may provide a foundation for the latest trends in transportation planning and engineering will be considered. These training courses, seminars, or webinars may also help to fulfill local governments’ and transportation agencies’ staff professional licensing
requirements. NCTCOG’s Regional Training Center will be utilized in the offering of courses when feasible. Peer-to-peer training support (i.e., roundtables) may also be offered, providing a forum for local government and transportation agency staff to take advantage of lessons learned from others within the region. NCTCOG staff training is also included on an as-needed basis, and inventoried in the department’s database. This subtask also provides for the possible development of transportation and/or air quality videos that may be used for both training purposes and public information programs. Consultant assistance may be requested.

**Work Performed and Status** – Training opportunities offered to staff and local governments included two Institute of Transportation Engineers webinar series – “Introduction to Highway Safety Series” and “Highway Safety Manual Predictive Method Applications” – and a webinar on advanced Trip Generation Concepts. NCTCOG hosted three Federal Highway Administration workshops on the topics of Traffic Incident Management, Sustainable Transportation, and Systems Engineering for ITS. Over 560 Professional Development Requests from staff were processed for FY2010 for webinars, conferences, technical training, and management skills training. Some of the staff-requested webinar topics were opened to local government partners and covered such areas as planning issues for bike and pedestrian traffic, bus rapid transit, and air quality topics. Also included was coordination activities with NCTCOG’s Regional Training Center with regard to future course topics, instructors, schedules, and requirements for FY2011.

This project is an annual element, and work will continue in FY2011.

**University Partnership Program** – Through the University Partnership Program, staff coordinates with faculty and students at multiple academic institutions across the State. This initiative includes development of methodologies, analytical tools, and recommendations to address major transportation and air quality planning needs in North Central Texas. University activities focus on assisting NCTCOG staff in carrying out specific projects included in the UPWP. Specific projects will be funded and coordinated as stated in the Work Program. Coordination and administration of the University Partnership Program will be funded through this subtask.

**Work Performed and Status** – In coordination with the University of Texas at Austin, NCTCOG continued the NCTCOG University Partnership Program. The University of Texas continued to serve as the contract administrator of the project, facilitating communication between the participating universities: The University of Texas at Austin, the University of Texas at Arlington, and Texas Southern University. Seven partnership initiatives were completed during FY2010: Activity-Based Model Program, Land-use Model Program and Peer Review, Dynamic Traffic Assignment, Transit Oriented Development, Sustainable Development Land Use Analysis and Demographics, Application of Managed Lane Sketch Planning Model, and Environmental Justice Toll Road Survey. Implementation of the NCTCOG University Partnership Program will continue in FY2011, including initiation of five additional projects: Toll Project Impacts on Environmental Justice Populations, Transportation Sustainability Index, Truck Travel Data Collection Framework, Land Use Modeling, and Advanced Travel Demand Modeling.

This project is an annual element, and work will continue in FY2011.

**Transportation Education Outreach Program** – This program provides opportunities to promote transportation careers to students at varying levels of education through outreach and internships.
Area schools will be contacted to advertise the program in an attempt to increase student awareness of transportation professions such as Planning and Engineering. NCTCOG staff members may serve as mentors to selected students as they expose them to planning activities and committee processes in the transportation field. These students may provide assistance on specific projects in the UPWP; administration of this program will be carried out under this subtask.

**Work Performed and Status** – Due to higher priority tasks, no work was done on this new initiative in FY2010. Work is expected to begin in FY2011.

1.03 Administration of Implementation Initiatives (Implementation)

This initiative includes coordination, administration, management, and oversight of transportation and air quality implementation projects throughout the region. NCTCOG staff coordinates with local governments and other partners to ensure projects are implemented effectively and expeditiously to benefit congestion and air quality. Staff efforts include coordination with local entities for new funding initiatives; development, implementation, management, and auditing of Calls for Projects; management of funding agreements; analysis of program operations and benefits; project tracking and reporting; and development of fiscal strategies and other policies and procedures. This initiative is funded with Surface Transportation Program - Metropolitan Mobility and Regional Transportation Council (RTC) Local funds.

**Work Performed and Status** – In FY2010, NCTCOG staff coordinated the execution of six agreements with local partners for implementation of projects to improve congestion and air quality. Ten projects were authorized to begin, including two sustainable development projects, five traffic signal improvement projects, and three bicycle and pedestrian projects. Ten projects were completed, and payment was provided to local partners. Additionally, NCTCOG staff continued implementation of several regional innovative air quality projects and other RTC initiatives funded with RTC Local funds. NCTCOG continued management of RTC Local funds and accrued interest.

NCTCOG will continue to coordinate with local partners and implement air quality and other RTC initiatives through this program in FY2011.
### TASK 1.0 - FUNDING SUMMARY

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<thead>
<tr>
<th>Funding Source</th>
<th>Amount Programmed</th>
<th>Amount Authorized (FY2010)</th>
<th>Expended (FY2010)</th>
<th>Balance of Programmed</th>
<th>% Expended of Programmed</th>
<th>Balance of Authorized</th>
<th>% Expended of Authorized</th>
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<td><strong>TASK 1.01:</strong> Public Involvement, State-of-the-Region, and Legislative Support (Planning)</td>
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<tr>
<td>Transportation Planning Funds (TPF)</td>
<td>$1,086,000</td>
<td>$866,264</td>
<td>$561,418</td>
<td>$524,582</td>
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<td>$2,385,578</td>
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II. TASK 2 – TRANSPORTATION DATA DEVELOPMENT AND MAINTENANCE

Development and maintenance of travel and air quality data and the refinement and application of the travel and air quality models used to support regional transportation and air quality planning activities are critical tasks in support of the metropolitan planning process. This task includes the collection, development and use of data; maintenance and improvements to the Dallas-Fort Worth Regional Travel Model; support of TransCAD for use by local governments; monitoring demographic growth activity in the region and refining demographic forecasting techniques; and integration of the NCTCOG geographic information system into the regional transportation planning process. Development of a Capital and Operational Asset Management Plan will also receive focus.

2.01 Travel Forecasting Support (Planning)

This subtask is included annually to improve NCTCOG’s travel forecasting capabilities and to coordinate NCTCOG’s travel forecasting activities with other agencies and other UPWP work tasks. Resources will be provided in support of data collection, regional travel model development, the 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 local government technical assistance. Consultant assistance may be requested to complete various parts of this subtask.

Regional Travel Model Improvement and Support – This item provides for maintenance, improvement, and support of travel models developed at NCTCOG. These models provide analytical tools for various transportation analyses, policy testing, and public outreach. Improvement activities involve developing new tools and techniques to enhance travel model applications in various areas and continue work to expand the modeling area to cover 12 counties in North Central Texas and Hill County to the south of the region. Support activities involve maintenance of the software and hardware of the modeling system, documentation, training of internal and member agencies’ staff, and assisting consultants providing service to the regional projects. This item also provides for technical communication and participation at the State and national levels to ensure the travel models are developed in a coordinated manner according to future needs and expectations. Consultant assistance may be required. In addition, University Partnership Program assistance will be utilized to assist with activity-based model and dynamic traffic assignment investigations.

This element also covers advanced transit studies that include improvements on transit data collection methods, innovative methods of conducting transit surveys, bus travel-time studies, and quantification of highway user benefit caused by transit projects. The results of these studies will increase the quality of the transit forecasting models that are used in the New Starts application process. Federal Transit Administration funds will be used in the conduct of these studies.

Also, as part of this element, a SH 161 Peak-Pricing Before-and-After Study to investigate the change in travel patterns in response to changes of price on tolled facilities will be conducted using Surface Transportation Program – Metropolitan Mobility funds. The study results will be used in the travel model as an analytical tool to help support policy decisions. Consultant and University Partnership Program assistance will be utilized in this study.

Work Performed and Status – The regional model has been expanded to cover the 12 counties of the Metropolitan Planning Area plus Hill County in Central Texas. In
conjunction with the expansion of the model, roadway components of the model were recalibrated and validated to 2004 TxDOT Saturation Count database. Software and hardware related to the regional travel model were improved and upgraded to maintain reasonable model run time. Transit components of the model have also been a major focus during the last year. These efforts included detailed calibration and validation of the data and model to be suitable for New Starts analysis for FTA discretionary funding. The SH 161 Peak-Pricing Study was postponed to FY2011 due to funding delays and prudent investigation of its scope. The scope of this project may be broadened to be more inclusive than modeling purposes without additional cost. For advanced modeling, the University Partnership Program provided training in Choice Modeling and investigation of Dynamic Traffic Assignment in super large scale. Activities directly related to the model improvements will continue during the next year. Surveys and partnership programs will adjust according to new needs and assessments.

Regional Traffic and Travel Data Collection – This element provides for traffic and travel data collection and surveys. These include household, workplace, commercial vehicle, airport, traffic speed and counts on major roadways, and a boarding and alighting survey for the Fort Worth Transportation Authority (FWTA). The data collection efforts will result in the creation of several travel databases that will be used in the development of new travel forecasting tools.

The following table provides a detailed list of major data collection efforts by anticipated year of initiation.

<table>
<thead>
<tr>
<th>Data Collection or Survey</th>
<th>FY2010</th>
<th>FY2011</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Household</td>
<td>⬤</td>
<td>•</td>
<td>STP-MM</td>
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<tr>
<td>Airport</td>
<td></td>
<td>⬤</td>
<td>STP-MM</td>
</tr>
<tr>
<td>Workplace</td>
<td>⬤</td>
<td></td>
<td>STP-MM</td>
</tr>
<tr>
<td>Traffic Counts and Speed</td>
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<td>STP-MM</td>
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<td>Commercial Vehicle</td>
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</tr>
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<td>FWTA Boarding and Alighting</td>
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<td>TPF</td>
</tr>
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<td>Bus Travel Time</td>
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<td></td>
<td>FTA</td>
</tr>
<tr>
<td>Toll Road</td>
<td>⬤</td>
<td></td>
<td>STP-MM</td>
</tr>
</tbody>
</table>

NCTCOG will coordinate these separate surveys to create cost-effective and consistent data collection efforts. Methods of conducting the data collection and surveys depend on the available technology at the time of the study. It is anticipated that some equipment purchases or leases will be needed. Based on current technology, global positioning system devices, radio frequency units, and automatic people counters are envisioned to increase the accuracy of the results.

Work Performed and Status – In 2009, TxDOT purchased a significant number of samples from the National Household Travel Survey conducted by the Federal Highway Administration, preliminary results of which were released in the summer of 2010. These samples will assist with the design and implementation of NCTCOG’s household survey. However, due to the late release of the preliminary results, TxDOT’s plans to conduct similar surveys, and NCTCOG’s efforts to coordinate data collection endeavors, the surveys noted above for FY2010 have been postponed. Staff will work with TxDOT and other regional agencies during FY2011 to rearrange the survey schedule for efficient data collection planning and implementation.
2.02 Information Systems and Data Management (Planning)

The development, integration, maintenance, and dissemination of transportation data and information, as well as monitoring transportation system performance, are the objectives of this annual Work Program subtask. The Transportation Information System is designed to handle geographically referenced information and to integrate data for a wide variety of analytical and policy-making purposes. The focus will be on improving the region’s current transportation information system, strengthening data maintenance and quality control functions, and developing information products that will enhance decision making in the region. The implementation of a data sharing and integrated system will be an important part of this item. Consultant assistance may be requested to complete some parts of this subtask.

Transportation Data Analysis – This element includes NCTCOG’s ongoing regional traffic count program, as well as the cleaning, geo-coding, and analysis of other data, such as travel times. The traffic count data will be used for travel model calibration/validation, system performance reports, and other transportation planning activities. Regular data analysis efforts include vehicle classification counts, directional traffic counts, geo-referenced travel-time runs (speed studies), and vehicle occupancies.

Other analyses that will be performed on transportation data are those related to the following items: air quality, traffic accidents, data collected on Intelligent Transportation System (ITS) devices, travel-time contours, travel times on corridors, historical data of transportation-related measures and gasoline consumption, Census and American Community Survey data, and the 2009 TxDOT Saturation Counts.

Work Performed and Status – The 2009 Saturation counts that TxDOT delivered in late summer 2010 were transferred to a geo-database for initial analyses and quality control checks. The compilation of monthly data related to gasoline prices and transportation measures continued. These measures include occupancies on HOV lanes, transactions on North Texas Tollway Authority facilities, transit ridership and traffic counts recorded on permanent stations, among others. The Web page that displays these performance measures was improved to present the data using dynamic charts and reports. The classification counts collected by TxDOT at 218 stations were compiled and used to calculate annual axle factors and vehicle mix to be used in air quality analyses. The travel time data collected for all stages of the Thoroughfare Assessment Program was compiled in a single geo-database. GIS services were provided to department staff, including creating maps, performing analyses, supplying data, and providing technical assistance.

Integrated Transportation Information System – Existing transportation datasets will be transferred from their original files into spatial SQL Server databases. Formal contacts will be established among NCTCOG and local agencies to share transportation data. Tools and protocols will be implemented to share data in an automatic and efficient way. A Transportation Information Systems group will be established that will serve as a forum for determining overall database designs, quality control procedures, and multi-agency coordination of efforts related to continuing updates. This task includes providing tools and methods to share data among the major cities, counties and local agencies that collect transportation-related data. With regard to the integration of traffic counts from local agencies, consultant expertise will be needed to collect historic counts that exist only in paper files and to transfer them into the master traffic count centralized database. Other examples of datasets that will be integrated include travel-time runs, geographic inventory of traffic control devices, statistics of high occupancy vehicle lanes, and transit ridership. The contents of the integrated transportation databases will be made available to NCTCOG, local government users and the general public through computer tools such as web-
based graphic user interfaces. These user interfaces will be implemented to view, query, analyze, and maintain the integrated geographic relational databases.

**Work Performed and Status** – A new Web site that presents the inventory of traffic control devices was developed in map form. Items such as signalized intersections, at-grade railroad crossings and four-way stop signs are part of this inventory. The Web site that displays the statistics of HOV facilities collected by Dallas Area Rapid Transit was improved to present more reports and allow for easier navigation. User interfaces were developed to facilitate the integration of traffic counts from different sources. These interfaces include tools to geo-code traffic count sites and to input traffic counts into a centralized SQL Server database. The traffic counts provided by 19 local agencies, as paper and electronic files, were compiled and reviewed in preparation for their integration into the centralized SQL Server database of traffic counts as part of a future effort that will require consultant expertise. The classification counts collected by TxDOT in 2009 as part of its annual program were integrated into the centralized database of historic counts along with the traffic counts collected by the following cities: Irving, Rowlett, Southlake, Arlington, Bedford and Flower Mound. The Web-based user interface that displays the historic traffic counts was significantly improved to allow for easier search and better visualization of the data. The improvements include charts and reports that present the historic traffic counts by date, time of day and vehicle type or class. Communication has continued with local agencies to provide a better environment in which to share transportation data, which focused on traffic counts in FY2010.

**Internet/Intranet Tool Development** – This activity focuses on the development of web-based applications for use in sharing and collecting a variety of transportation and air quality information. This element includes both the improvement of existing Internet/Intranet applications and the creation of new ones. Examples of existing systems that may be enhanced include the Try Parking It alternative commute application, the Transportation Provider Inventory, Mobility Plan project information, the Intranet project status reporting system, and query and mapping applications such as those for Transportation Improvement Program (TIP) projects and bike/pedestrian trails. Systems for allowing the submission of project updates by local governments and for querying potential funding sources are anticipated to be completed and deployed during this time period. New systems that may be developed include electronic Requests for Proposals, reports/invoices, proposal submittals, and systems for displaying safety and/or infrastructure data.

In addition, this element seeks to increase the usability of the Internet and Intranet sites by enhancing such items as accessibility by special populations, adherence to internal and external standards, and general navigation/search capabilities. Other improvements that may be undertaken include making live and/or archived meeting broadcasts (as well as other audio and video files) available via the Web site, designing pages to be easily displayed on mobile devices, and providing more interactive user experiences through rich Internet applications. Furthermore, this activity includes coordination of Web site edits and updates, general Web site maintenance and monitoring activities, security improvements, software upgrades, and participation in agency Web site efforts.

**Work Performed and Status** – A wide variety of analytics, audits, research, and design, as well as development and deployment of Web products were the focus of the Internet Tools Development effort for FY2010. Staff’s efforts continue to meet the demands of service and data from our public, partners, and stakeholders. Staff also focuses internal requirements for applications and technical innovations addressing MPO business needs.
Research, audits, and analytics were performed on existing Web pages and technical applications. Transportation’s Web footprint is well over 20,000 files being presented to the public and to support internal staff project requirements. Staff is reviewing departmental Internet/Intranet assets and efforts to ensure internal enforcement of standards, usability, and compliance in getting timely information to citizens, elected officials, and partner organizations about strategic initiatives and project implementations. Outcomes of efforts require ease of usability and organization, security, transparency, and continuing accountability in an enterprise-based Web publishing format.

Several new Web products were introduced in 2010, including an updated transportation provider inventory and transit tracking system, an online interactive Request For Proposal/Request For Quote vendor Web form, Clean Fleet Vehicle Policy compliance verification process updates, air quality usage reporting enhancements, electronic Request for Proposal/Call For Project tools (e.g., the Clean School Bus project), and surveys for freight planning and US Department of Energy Clean Cities efforts. Other applications that were developed included a NAS JRB Regional Coordination Committee Online Development Review, Aviation Education Speakers Bureau, and Metropolitan Transportation Plan Amendment Form. Assistance with agency efforts to redesign the dfwmaps.com mapping Web site and upgrade the Try Parking It Web site with ride-matching functionality was also provided.

Various Web site maintenance activities were undertaken throughout the year, and a process for utilizing online social media was established. Moreover, continued support of administrative assistants and other select staff to perform Web site editing was provided. Processes to upgrade Web development and survey software were initiated, and an event registration service was piloted.

Finally, the North Central Texas Council of Governments is updating its Web interface with a comprehensive redesign. Throughout the year, staff discussed and analyzed project requirements and developmental choices within the agency. In addition, investigation and integration of Microsoft CRM (Customer Relationship Management) and SharePoint services has been undertaken. Research and progress continue on such items as multiple language support, legal disclaimers, accessibility, audio/video/animation capabilities, and programmatic choices. Discussions were also furthered for a number of specific applications.

This project is an annual element, and work will continue in FY2011.

Geographic Information Systems Coordination – This element seeks to manage and coordinate Geographic Information System (GIS) technologies so that they can be effectively utilized for transportation planning. This may include research, development, design, training, and maintenance activities. It may also include provision of advanced GIS services to department staff, including creating maps, performing analyses, supplying data, and providing technical assistance. Specific work items that may be completed include initiatives to improve the management and organization of internal GIS data, enhance the GIS orientation process for new employees, advance the mapping functionality available through the agency Web site (including interactive mapping and query for the metropolitan transportation plan), and research enhanced GIS visualization techniques (such as 3D, animations, and real-time data). Additional items may include assessment of user workflows to identify opportunities for automation via GIS models and scripts, as well as review and development of existing and new GIS applications (either desktop
or web-based). Finally, staff will continue to coordinate GIS training opportunities and participate in agency GIS efforts.

**Work Performed and Status** – Staff provided GIS services to departmental staff in a variety of ways. Maps for several initiatives were created, including ones related to the Super Bowl and World Cup, MPA boundary expansion, and sustainable development projects. GIS analysis and data manipulation was conducted for transit operations planning and the urbanized area, as well as for use in transportation safety programs. A geographic analysis of NTTA and TxDOT toll data was undertaken, and updated aerial photos were made available for use in TransCAD. In addition, assistance to staff and external parties with GIS data and analysis was provided, including procedures to develop a map book for a Mobility Plan network review. Other coordination activities included monitoring of GIS usage, participation on an aerial photography RFP evaluation committee, contributions to Regional GIS Meeting presentations, and participation in agency working groups.

This project is an annual element, and work will continue in FY2011.

**Capital and Operational Asset Management Plan** – This element will continue development of a Capital and Operational Asset Management Plan and will ultimately help the North Central Texas region maintain a successful balance of preserving, upgrading, and replacing transportation assets. Included in this item is a continuation of planning activities such as conducting a self-assessment of current practices, identifying goals and policies, and establishing an asset management plan. The element will also continue the processes of obtaining information about best asset management practices and examining tools for storing and analyzing asset data. Steps will be taken to determine what asset data are readily available from internal and external sources, prioritize the data (asset types, attributes, etc.), and collect and organize the data. Later efforts may include making the data accessible (to the department, agency, external agencies, and/or public), performing analyses of the asset management data, investigating options for collecting additional data, developing regional strategies, and implementing strategies to increase the effectiveness of North Central Texas transportation assets.

**Work Performed and Status** – Additional research and planning activities related to asset management were conducted. Steps to determine what asset data was readily available from internal and external sources were initiated. Data for 2009 from the National Bridge Inventory was downloaded and manipulated into a usable GIS format. Updated information related to the region’s critical infrastructure was provided to the Emergency Preparedness department; this included an analysis process that looked at a variety of criteria. Additional learning about asset management practices was undertaken, including attendance at a seminar on GIS asset and work management software solutions.

This project is an annual element, and work will continue in FY2011.

**2.03 Demographic Forecasts and Development Monitoring (Planning)**

Current demographic estimates are supported and monitored by NCTCOG’s Research and Information Services (RIS) Department, in cooperation with local governments and other agencies. Future-year forecasts are developed cooperatively by local governments, state agencies, and NCTCOG’s Research and Information Services and Transportation Departments. Consultant or University Partnership Program assistance is anticipated to assist with this subtask.
Data Maintenance and Public Information – This item includes improvements to internal databases, improvements to the public dissemination of information, refinement of Census 2010 and American Community Survey (ACS) databases, and technical support by RIS to assist with other transportation projects. Included in this item are support of Demographic and Development Monitoring committees and working groups, participation in public meetings, and the development and publication of forecast and development-related public information related to transportation programs.

**Work Performed and Status** – NCTCOG’s Transportation Department worked with the Department of Research and Information Services to maintain and update demographic information as necessary, and produced demographic data to input into transportation planning processes. Staff responded to demographic data requests and queries from various agencies and individuals. Staff utilized the demographic information to create and support transportation policies and programs, evaluate and analyze projects for decision making and funding recommendations, and to provide information to the public through the agency’s publications and public meetings.

This project is an annual element, and work will continue in FY2011.

Monitoring Regional Development Trends – This item includes annual monitoring of demographic activities in the Dallas-Fort Worth region to support NCTCOG’s transportation information systems. Key to this task will be creating and maintaining relationships with partner agencies, local governments, and private-sector entities, and continuing work to streamline and automate the development monitoring process. Included in this item is the evaluation of the type and location of major developments in recent years to determine the impact of different market forces, including the region’s rail system, on development activity trends. Staff will also review developments classified as special traffic generators for currency and accuracy. Analysis and quality control of the new parcel-level population, employment, and land-use estimates will also be included.

**Work Performed and Status** – NCTCOG’s Transportation Department staff continued to work with RIS staff to update the special generator, major employer database, and to collect development announcements from public sources, and building permit data from local governments. Both departments coordinated to update, utilize, and present regional development monitoring data. RIS staff continues to meet with North Central Texas Workforce staff to streamline the process of gathering data on employers in the region. Staff summarized the development trends in the region by development type and location. Information and analysis of mixed-use, infill, auto-oriented, and pedestrian type developments continued. Staff also utilized development monitoring data and parcel level information to conduct area-specific analyses for various transportation planning projects.

This project is an annual element, and work will continue in FY2011.

Regional Demographic/Land-Use Model Improvement and Support and Development of Forecasts – This item includes improvement and support of the regional demographic/land-use model and development of the demographic/land-use forecasts. Model improvement and support involves development of an advanced model, integration of the new model with the regional travel model, maintenance of the existing demographic model, documentation, and training. Forecast development includes coordination with local governments and the State for future forecasts. University Partnership Program assistance will be utilized in this effort.
Work Performed and Status – In cooperation with RIS staff, Transportation Department staff worked on the validation of the demographic modeling process and the forecasts. The most recent data from Census American Community Surveys were used to create validation targets. Assumptions of regional employments, population, and household size were scrutinized. Through cooperation with the University of Texas at Austin through the University Partnership Program and TxDOT Transportation Planning and Programming office project with the universities, the modeling platform was updated and used in the forecast. Continuing last year’s effort for strategic decisions about demographic and land-use modeling, staff recommended placing emphasis on the creation of systematic maintenance of inventory data of employment and other economic measures as the bases for the next modeling project. A new University Partnership Program with the University of Texas at Arlington was created to examine TxDOT-sponsored project applicability in the region with the goal of developing an understandable and gradual approach for a mature land-use and demographic model.

This project is an annual element, and work will continue in FY2011.

Studies of Alternative Futures – This item includes assessing the implications of variations from NCTCOG’s standard population and employment forecasts, including the development and analysis of alternative land-use and demographic growth scenarios and regional growth policies. Inherent to this task is the development of existing land-use and demographic models to address these types of issues, including better linkages with travel demand forecasting models and data. This item also covers the analysis of build-out demographics and their potential impact in the region.

Work Performed and Status – Staff continued to use alternative demographic scenarios, for the Vision North Texas efforts which included the business as usual, connected centers, return on investment, and the diverse, distinct communities to analyze the potential impacts of various alternative growth patterns in the region and their effects in terms of congestion, air quality, financial savings, and quality-of-life issues. Information related to these scenarios was presented to the public at several stakeholder meetings and was utilized in creating the North Texas 2050 document that describes the preferred future envisioned by Vision North Texas participants. Staff incorporated the Alternative Futures analysis conducted for the Vision North Texas process into the draft Mobility 2035: The Metropolitan Transportation Plan for North Central Texas document.

Staff assisted in conducting area-specific alternative demographic modeling for context sensitive transportation planning projects. Staff initiated preliminary discussion to work on an integrated land-use transportation modeling process to capture the impacts of sustainable development policies, programs, and projects conducted by local governments along with market-based and resource management approaches, through inputs from demographic forecasts, development trends, and case studies. The project will be further explored in the upcoming fiscal year.

This project is an annual element, and work will continue in FY2011.
## TASK 2.0 - FUNDING SUMMARY

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<td>Transportation Planning Funds (TPF)</td>
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<td>$488,480</td>
<td>46%</td>
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<td><strong>Subtotal</strong></td>
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<td><strong>46%</strong></td>
<td><strong>$126,958</strong></td>
<td><strong>77%</strong></td>
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<td><strong>TASK 2.03: Demographic Forecasting and Development Monitoring (Planning)</strong></td>
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III. TASK 3 – SHORT-RANGE PLANNING AND PROGRAMMING, AND AIR QUALITY AND TRANSIT OPERATIONS

The continued growth in population and employment in the Dallas-Fort Worth metropolitan area and the resultant travel demand, coupled with the challenges facing the region with regard to air quality, requires that the Metropolitan Planning Organization planning and programming process be both comprehensive and proactive in addressing the region's mobility and air quality needs. Close coordination with the Texas Department of Transportation, local governments, and transportation authorities to identify, evaluate, select, and prioritize those transportation projects to be included in the Transportation Improvement Program is a key function of this work program element. The companion effort of performing air quality conformity analyses in order to ensure that new projects and programs being proposed for the region will have a positive impact on the region's air quality is a required and vital step toward implementation of these improvements. 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, this task recognizes the importance of continued support for planning associated with improving and expanding public transportation in the Dallas-Fort Worth area. Implementation activities aimed at helping the region reach attainment of the ozone standards and enhance transit service in the region are also included.

3.01 Transportation Project Programming (Planning)

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. The following items are included within this subtask:

**TIP Development** – The North Central Texas Council of Governments (NCTCOG) and Regional Transportation Council (RTC), as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area, develop and maintain the Transportation Improvement Program in coordination with the Texas Department of Transportation (TxDOT), transportation authorities (i.e., transit agencies), transportation agencies (i.e., major airports and toll authorities), and local governments. In FY2011, it is anticipated that a new TIP document will be developed and submitted to TxDOT for inclusion in the Statewide Transportation Improvement Program.

**Work Performed and Status** – The 2011-2014 Transportation Improvement Program for the Dallas-Fort Worth Metropolitan Area was submitted to TxDOT for inclusion in the larger Statewide Transportation Improvement Program in FY2010. US DOT approval of that document is pending and expected in early FY2011. Once federal approval (US DOT) is received, projects in the FY2011-2014 TIP/STIP will proceed to the appropriate engineering, right-of-way acquisition, or construction phase.

**TIP Modification** – Since a new TIP document is only developed every two to three years by the MPO, and projects change on a regular basis as they move through the implementation process, the TIP must be modified periodically to ensure that the latest project information is available. In
FY2010 and FY2011, project modifications will be made to the TIP on a quarterly cycle, in line with the Statewide Transportation Improvement Program revision process.

**Work Performed and Status** – Over 300 project modifications were processed and finalized in FY2010. This activity will continue in FY2011.

**Project Selection** – As funds are made available, the Regional Transportation Council issues funding initiatives, or Calls for Projects, to local governments, transportation authorities, and transportation agencies. It is anticipated that new projects will be selected using both federal and regional toll revenues. In addition, the MPO will coordinate with TxDOT to select and fund projects using Metro Corridor funds as part of the Unified Transportation Program development process.

**Work Performed and Status** – Significant work occurred on the selection of projects in the FY2010 UTP. Available funding was reduced, which necessitated a reduction in funding on the remaining projects in the FY2010 UTP. The project selection process for the SH 161 Regional Toll Revenue (RTR) funding began in FY2010, and will be finalized in FY2011. In addition, staff drafted project funding applications for the 2010 TxDOT Pass Through Finance Program (which were approved) and for several American Recovery and Reinvestment Act (ARRA) funding programs, including the TIGER I program, in which $23 million in federal funds was awarded.

**General Implementation** – Beyond the federal and State required programming responsibilities, the MPO staff will also provide general assistance to implementing agencies, elected officials, and the public regarding funded transportation projects. At the end of each year, the MPO will provide a report to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and TxDOT that details the obligation of federal funds to individual projects. In addition, MPO staff will improve existing project monitoring tools, such as TIPINS (an Internet-based project search engine), the Revenue and Project Tracking System (an Internet-based information system designed to communicate the latest approved projects/funding levels and expenditures for Regional Toll Revenue projects), and the obligations tracking system.

**Work Performed and Status** – Staff performed general implementation activities on a daily basis. Examples include: drafting presentations regarding projects and funding as requested, providing project funding data to elected officials, citizens, and other interested parties as requested, regularly attending and presenting project data at public meetings, presenting new funding opportunities to STTC, RTC, and the region as they arose, etc. The FY2009 Annual Project Listing was also completed and submitted to TxDOT, and all of the initial work on the Revenue and Project Tracking System was completed, along with improvements to other project monitoring tools.

**Regional Project Tracking, Monitoring, Assessment, and Software Development Project (Phase II)** – A complete overhaul of the transportation project information system (TIP database) will begin. 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 created in response to the new federally mandated year of expenditure/total project cost requirements, as well as the increased complexity involved with funding, tracking, and monitoring transportation projects. Creation of this data management system will reduce administrative project review time and increase the availability of project information. This project is funded with federal STP-MM dollars.
**Work Performed and Status** – Work on this task was postponed due to a delay in receipt of an executed agreement with TxDOT and incorporation of the project into the department budget. These items have been resolved, and work will be initiated in FY2011.

### 3.02 Regional Air Quality Planning (Planning)

Since 1991, the North Central Texas region has been in nonattainment for the ozone National Ambient Air Quality Standard (NAAQS). 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.

**Air Quality Planning** – Staff supports air quality forums such as the North Texas Clean Air Steering Committee, the Regional Transportation Council’s (RTC) Air Quality Subcommittee, and the Energy Efficiency and Emission Reduction Roundtable. Additional air quality planning activities include monitoring of lawsuits, legislative activities, and Texas Commission on Environmental Quality (TCEQ) public hearing announcements. Staff addresses specific data and technical requests for assistance and research from local municipalities, federal government agencies, RTC representatives, and others. Staff also participates in and assists with other State and national organizations and committees. This element also contains tracking of statewide and national rules and guidance affecting the nonattainment area and surrounding counties, such as the NAAQS for ozone, and other primary or secondary pollutants and greenhouse gases, in addition to annually monitoring pollutant levels collected at monitoring stations located throughout the region.

The Transportation Department maintains a Mobile Source Emission Reduction Strategies (MoSERS) database that contains an inventory of projects and programs that reduce mobile source emissions and improve air quality. Due to the Federal Highway Administration (FHWA), Texas Department of Transportation (TxDOT), Environmental Protection Agency (EPA) and TCEQ annual reporting requirements of emission reduction projects and programs, staff will continuously monitor, collect, and update MoSERS commitments. MoSERS substitution efforts will be conducted on an as-needed basis to ensure the nonattainment area continues to meet federal requirements of timely transportation control measure (TCM) implementation.

The Dallas-Fort Worth State Implementation Plan (SIP) is a legal and federally enforceable plan mandated by the Clean Air Act (CAA). This plan demonstrates how nonattainment areas will reduce emissions from stationary, area, and mobile sources to demonstrate attainment and/or maintenance of air quality standards. NCTCOG’s Transportation Department staff will assist TCEQ, EPA, local governments, and others with the development, analysis, and monitoring of elements contained in and required of the SIP, as necessary, to meet air quality requirements. In nonattainment areas, the CAA mandates that federally funded and regionally significant transportation activities must conform to the SIP. Under this requirement, the RTC, as the transportation policy body for the Metropolitan Planning Organization (MPO), is required to make an initial transportation conformity determination on the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) before submitting recommendations to the US Department of Transportation (USDOT) for independent review and a final federal-level conformity determination. The conformity determination is a method to ensure that federal funding and federal approval is given to transportation projects, programs, and policies that are consistent with regional air quality goals. Prior to August 2011, a transportation conformity analysis determination will be required from the USDOT on a new 2035 MTP.
Work Performed and Status – During FY2010, staff continued to address all technical and research assistance requested by local municipalities, State and federal government agencies, RTC representatives, and others. In addition, staff also participated in and assisted other statewide and national efforts, including TxDOT’s Technical Advisory Panel (TAP), the Association of Metropolitan Planning Organizations (AMPO) Air Quality Work Group, the Transportation Research Board (TRB) Transportation and Air Quality Committee, Center for Clean Air Policy (CCAP) Vehicle Miles of Travel and Climate Dialogue, Fort Worth Natural Gas Air Quality Committee, Texas Clean Air Work Group, Fort Worth Chamber’s Environment and Safety Committee, and Lead to the North Texas Clean Air Steering Committee. A variety of presentations were prepared for workshops, technical committees, student chapters, and training sessions throughout the region to educate the public on air quality issues and to gather ideas and comments. Staff has regularly provided status updates on regional air quality, the SIP, and implementation of control strategies to the media. Staff also continually monitored air quality science and policy issues and provided regional briefings and technical assistance to committee members and agency representatives upon request.

Staff engaged actively in Technical Working Group for Mobile Source Modeling (TWG) meetings held quarterly in Austin and advisory meetings through conference calls to address new NAAQS and mobile source issues. Staff also participated in conference calls with TCEQ, EPA, FHWA, TxDOT, and other MPOs in Texas with nonattainment and near-nonattainment areas to discuss mobile source air quality issues as well as current projects, initiatives, constraints, and ideas.

Staff continued to track updates, perform sensitive analyses and provide comments to EPA on emission models used in regional air quality planning. These models include MOBILE6.2, Motor Vehicle Emission Simulator (MOVES), Emission Dispersion Model System (EDMS), National Mobile Inventory Model (NMIM), and Non-road Model.

Staff continuously monitored and provided updates regarding NAAQS, including federal rulemaking activity and the region’s status with regard to “criteria” pollutants. Climate change legislation was monitored to understand greenhouse gas emissions and impacts in North Central Texas. Staff provided assistance through quantifying mobile source air toxics (MSATs) emissions for all Dallas-Fort Worth (DFW) transportation projects undergoing environmental reviews.

A preliminary air quality conformity analysis for Mobility 2035: The Metropolitan Transportation Plan for North Central Texas and the 2011-2014 Transportation Improvement Program was begun. Staff will be seeking an air quality conformity determination by the USDOT in FY2011. This determination provides authority for policies, programs, and projects identified in the MTP and TIP to proceed.

All transportation projects and programs included in the SIP, either as TCMs, VMEPs, or Weight of Evidence (WOE), are maintained in the Transportation Department’s MoSERS database. These projects are subject to timely implementation and realization of specific air quality emission reduction benefits, and thereby require consistent quantification and strict project tracking. Staff maintained this database and updated data as available. Staff also worked to modify the database structure, ultimately streamlining tracking and quantification of projects. In addition, staff worked with the TWG subcommittee to update MoSERS methodologies used in the database to quantify emission reductions.
Transportation projects that are funded through the Congestion Mitigation and Air Quality Improvement Program (CMAQ) are monitored by FHWA through a CMAQ Annual Report. Staff works annually with TxDOT’s regional staff to produce a report identifying the appropriateness of projects in FHWA’s database and allocating estimated emission reductions. Staff successfully completed emission quantification for all 2007, 2008 and 2009 CMAQ funded projects and uploaded these to the FHWA tracking system.

Staff worked with TCEQ and other local entities to identify strategies for the 8-hour declassification SIP. These measures will bring additional air quality benefits to the region which will further reduce the precursors to ground level ozone formation.

Staff continuously monitored and updated the NCTCOG Web site with the latest air quality information.

This project is an annual element, and work will continue in FY2011.

Emission Inventories and Technical Studies – Emission inventories estimate emission amounts within a specified area and time interval. Emission budgets 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 analysis of regional impacts 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. In addition to possible State or federal emission inventory needs, NCTCOG staff will assist TCEQ with development and technical analysis required to better predict regional emissions. Additional emission research and analysis may be conducted in support of developing new (e.g., greenhouse gases) and/or improved (e.g., ozone) emission data and/or inventories for State, regional, and local governments. TCEQ and other funding sources will be utilized for these projects.

Work Performed and Status – TCEQ, the State’s environmental agency, is required under the Clean Air Act Amendments (CAA A) to determine how best to meet the CAAA goals through developing a SIP to achieve the NAAQS. NCTCOG assists TCEQ in analyzing and developing a variety of emission inventories. During FY2010, NCTCOG staff successfully completed the DFW 2012 On-Road Emission Inventory to support TCEQ’s attainment demonstration photochemical modeling efforts. This emission inventory covers the North Central Texas area of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties.


This project is an annual element, and work will continue in FY2011.

3.03 Air Quality Inspection and Maintenance Programs (Implementation)

The US Environmental Protection Agency (EPA) estimates approximately 10 percent of vehicles are contributing up to 50 percent of the region’s emissions-related pollution. Various strategies
help minimize these contributions; therefore, efforts will continue to emphasize enhanced programs relating to the State’s inspection and maintenance program and complimentary initiatives.

**AirCheckTexas Drive a Clean Machine Program** – The AirCheckTexas Drive a Clean Machine Program, formerly known as the AirCheckTexas Repair and Replacement Assistance Program, provides financial assistance to help low-to-middle-income vehicle owners repair or replace a vehicle that has failed the emissions test or retire and replace a 10-year-old or older qualifying vehicle. The program is offered to residents in the nine-county North Central Texas nonattainment area. Historic funding levels allowed the AirCheckTexas Program to replace over 8,000 vehicles and repair over 2,500 vehicles each fiscal year. The program is a commitment in the Dallas-Fort Worth State Implementation Plan (SIP) and is supported through Texas Commission on Environmental Quality (TCEQ) funding and, if needed, supplemented by Surface Transportation Program – Metropolitan Mobility (STP-MM) funds.

**Work Performed and Status** – The North Central Texas Council of Governments (NCTCOG) continued to administer the AirCheckTexas Drive a Clean Machine Program for Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, and Tarrant Counties. This program provided financial assistance to vehicle owners in order to comply with vehicle emissions standards to reduce ozone-forming pollutants created by on-road motor vehicles and represented one of the region’s emissions-reducing commitments in the SIP. Response to the program remained high with an average of 510 calls per day and 1,850 applications per month. The program replaced 7,197 vehicles and repaired 2,970 vehicles over this past year. In May 2010, the program recognized participants and partnering vendors for assistance with reaching two major program milestones - the program repaired its 20,000th vehicle and retired 20,000 older, higher-emitting vehicles, replacing them with newer, cleaner vehicles. NCTCOG staff refined procedures for improved quality assurance and worked with local and State partners to ensure program success. Program staff continued on-site auditing and monitoring of participating vendors to ensure compliance and to maintain program integrity. Staff made modifications to program materials, Web sites, and supporting databases to incorporate program changes. A variety of publications were developed and outreach performed to inform residents of existing opportunities.

The program is ongoing, and work will continue in FY2011.

**High-Emitting Vehicle Program** – The High-Emitting Vehicle Program (HEVP), initiated in November 2002, implements various initiatives designed to specifically target vehicles producing excessive emissions or not in compliance with specific automobile standards. HEVP continues to encourage counties to develop Regional Emissions Enforcement Programs focusing on both operational vehicles and inspection stations in violation of state Inspection and Maintenance Program standards. To help with emissions enforcement, staff will continue to expand and improve the NCTCOG Emissions Database with the goal of acquiring inspection records from other areas across Texas (e.g., the El Paso region), making the database statewide. In order to keep this information system current and; therefore, useful to local law enforcement personnel, NCTCOG will continue to receive weekly updates of inspection records from TCEQ.

The Regional Smoking Vehicle Program is another resource HEVP utilizes to remove smoking vehicles from the roadways. Staff will work towards enhancing the on-line reporting Web site and will continue to work toward developing partnerships with aftermarket parts suppliers to offer
coupons and/or rebates to individuals who wish to perform their own repairs to the emissions-related equipment on their vehicles. Finally, staff will investigate the possibility of permanently installed emissions detection (remote sensing) equipment on major thoroughfares in North Central Texas and study the effectiveness of these devices on improving air quality. HEVP efforts will be supported by Surface Transportation Program – Metropolitan Mobility funds.

**Work Performed and Status** – NCTCOG staff worked with Environmental Systems Products, Inc. to implement a six-month Enhanced Remote Sensing Performance Based Pilot Program designed to utilize current technology to identify on-road high-emitting and/or smoking gasoline and diesel vehicles. Staff utilized the remote sensing data to notify vehicle owners of potential emissions issues; enhance data in NCTCOG’s Regional Emissions Enforcement Database; educate the public at various outreach events; and analyze data to support legislative initiatives, annual emissions testing for light-duty diesel vehicles, and the need to lower cut points in order to capture a greater number of high-emitters.

Throughout the year, staff continued to expand, update, and manage the NCTCOG Emissions Database (NED), which was used in conjunction with various inspection and maintenance-related projects. NCTCOG received updates from TCEQ on a weekly basis. Staff continued to sign up additional law enforcement agencies, including participation from various agencies throughout the State. Staff also continued to provide training through NCTCOG’s Police Academy to area law enforcement agencies.

NCTCOG continued to administer the Regional Smoking Vehicle Program (RSVP) in North Central Texas and received over 5,100 reports for the region throughout the year. Staff also began working on updating and refining the RSVP notice sent to registered owners of suspected smoking vehicles and the follow-up survey inquiring as to what type of action the owners took to rectify the problems, if they existed. Staff implemented a new call tree for the smoking vehicle hotline, in an effort to reduce hang-ups, by allowing callers to bypass the instructional message if they were already aware of what information to provide.

NCTCOG staff continued to work with local counties to expand the Regional Emissions Enforcement Program in North Texas. NCTCOG and participating counties collaborated on several counterfeit inspection certificate cases and combined their efforts as needed. All nine nonattainment counties were encouraged to develop one central program to serve the North Central Texas area. Staff also continued developing partnerships with nonprofit agencies and aftermarket parts suppliers to offer incentives to individuals who wished to retire or perform their own emissions-related repairs on their vehicles.

The program is ongoing, and work will continue in FY2011.

**3.04 Air Quality Policy and Program Development (Implementation)**

North Central Texas Council of Governments (NCTCOG) staff will work to improve the region’s air quality by reducing emissions and energy consumption from mobile, and other applicable, sources through the development and implementation of the following major work elements: technology improvements, regional policies, demonstration programs, and other regional support
activities. Strategies may be developed, or considered, for inclusion in the Dallas-Fort Worth State Implementation Plan (SIP).

Technology Improvements – Technology improvements are achieved through programs, often implemented through regional funding opportunities, that enhance the use of cleaner, sustainable, more fuel-efficient vehicles, equipment and technologies. Activities may be comprised of accelerated fleet replacement; engine repowers, upgrades, and retrofits; alternative fuels and vehicles; advanced truck technologies; idle-reduction technologies, and other low-energy use technologies. Example programs include the North Central Texas Clean School Bus Program, Clean Vehicle Program, North Texas Green & Go Clean Taxi Partnership, Diesel Idling Reduction Program, Texas Emissions Reduction Plan Partnership Program, and Electric Vehicles North Texas Program. This work element will be supported through the following funding sources: Congestion Mitigation and Air Quality Improvement Program funds, US Environmental Protection Agency funds, Texas Commission on Environmental Quality funds, US Department of Energy funds, Texas State Energy Conservation Office funds, Regional Transportation Council Local funds, and private funding sources.

**Work Performed and Status** – During the past year, staff continued efforts to work with local fleets to promote and implement technology improvement programs through funding of various clean vehicle and equipment projects. This included $274,920 awarded for natural gas and electric vehicle and infrastructure projects through the Clean Fleets North Texas: Recovery Act Call for Projects; $9,961,305 awarded for construction equipment replacements, locomotive repowers, and installation of on-board and on-site idle reduction technologies through the Heavy-Duty Vehicle and Equipment Grant Program; and $1,263,000 for taxi and limousine purchases through the North Texas Green & Go Partnership Program. Each of these projects has resulted in a reduction of mobile source emissions. Staff also managed implementation and compliance of projects funded in previous fiscal years, began preparations for FY2011 Calls for Projects, and actively sought funds from external grantors to support future activities. Three awards were made to NCTCOG by EPA to support future school bus, construction equipment, and idle reduction emissions reduction projects.

This task is ongoing, and will continue into FY2011.

Regional Policies – These policies provide guidance on best practices to minimize fleet impacts through acquisition, operation, and/or maintenance behaviors. Staff will work with regional stakeholders to develop such policies and also provide implementation assistance to the adopting entities throughout the region. Example policies include the Clean Fleet Vehicle Policy, Locally Enforced Idling Restriction, and Public Agency Policy for Construction Equipment. This work element will be supported through Surface Transportation Program—Metropolitan Mobility funds and Regional Transportation Council Local funds.

**Work Performed and Status** – During FY2010, staff continued efforts coordinating with local governments to promote adoption and implementation of various Regional Transportation Council air quality policies. To date, there are 26 local entities in North Central Texas (4 counties and 22 municipalities) that have adopted Locally Enforced Idling Restrictions, and in July 2010, NCTCOG celebrated the 100th adoption of the Clean Fleet Vehicle Policy. The Public Agency Policy for Construction Equipment was further developed into a demonstration project and is discussed in a subsequent section.

This task is ongoing, and will continue into FY2011.
Demonstration Programs – These types of programs investigate methods to reduce fuel use and emissions not only through technology improvements, 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. An example project is the Pay-As-You-Drive Insurance Pilot Program. This work element will be supported through the following funding sources: Surface Transportation Program—Metropolitan Mobility funds, and Regional Transportation Council Local funds.

Work Performed and Status – During the past year, staff continued to seek opportunities to implement demonstration programs. Most work in this area focused on the NCTCOG Clean Construction Demonstration Project, which grew out of a policy effort. This year-long project, authorized by RTC in March 2010, seeks to evaluate potential financial and environmental impacts of establishing emissions-based contract requirements for construction equipment. Staff also continued to promote results of the Pay-As-You-Drive Insurance Pilot Program through other initiatives, including work on the Senate Bill 184 Report to the Legislature.

This task is ongoing, and will continue into FY2011.

Regional Support Activities – This item includes participation in collaborative efforts on the local, State and federal levels such as the Dallas Sustainable Skylines Initiative, SmartWay Transport Partnership, and Blue Skyways Collaborative. NCTCOG will provide in-kind support not to exceed $20,000 for the development of a collaborative research center titled “Plug-In Hybrid Electric Vehicles/Electric Battery Vehicles: Transportation and Electricity Convergence” by Texas A&M University, the University of Texas at Austin, and the National Science Foundation. Staff also provides technical assistance and develops resources to facilitate involvement and aid decision making among local governments, industry, and private citizens. This work element will be supported through the following funding sources: Surface Transportation Program—Metropolitan Mobility funds and Regional Transportation Council Local funds.

Work Performed and Status – During this past year, staff continued collaborative efforts with support for various projects from local, State and federal entities. NCTCOG provided in-kind support for a National Science Foundation-funded research center supporting the electrification of transportation. At various levels, staff provided technical assistance on calls for projects and program development. A large coordination effort was achieved with the Electric Vehicles North Texas (EVNT) program, both throughout the region and State; a stakeholder group consisting of 85 supporters formed and met monthly to identify and address barriers to implementation. Coordination with other regions, including Houston, San Antonio, and Austin increased throughout the year to further enhance the EVNT program. Work was also done to continue partnerships and outreach regarding the SmartWay Transport Program and Blue Skyways Collaborative, including submission of a proposal for a freight efficiency outreach center. Finally, staff responded to assistance requests from local governments and other stakeholders as needed.

This task is ongoing, and will continue into FY2011.

3.05 Transportation and Air Quality Communications (Implementation)

As policies, projects, and programs are implemented to fulfill obligations required under the variety of air quality mandates (e.g., CAA, NAAQS, SIP, etc.), communication efforts are
strategically created and implemented to educate and inform the region on current air quality levels, associated impacts, funding opportunities, and new programs and/or policies.

Air Quality Public Education and Communication – NCTCOG will continue with implementation of a general public awareness campaign to encourage public participation and support of key elements in the SIP, and other air quality improvement strategies, as well as reducing energy use and targeting climate change efforts. Efforts targeted at the general public may include, but are not limited to, implementing a regional air quality, energy usage, and climate change marketing brand/campaign; coordinating with partners in the regional effort; hosting Air Quality Public Relations Task Force meetings; and creating and implementing public education materials, paid advertising, outreach, public service announcements, media relations, interactive/social media, and/or special events. Also, the program will provide graphic, educational, and informational services for local governments as well as other NCTCOG Transportation Department air quality-related programs/campaigns. Additionally, support will be provided to raise air quality, energy usage, and climate change awareness in the business community about how that community can lessen its impact on air quality in North Texas and may include involvement in/support of groups such as the North Texas Clean Air Coalition (NTCAC). Efforts targeted at the business community and in support of groups such as NTCAC may include, but are not limited to, assisting with business community air quality education, mentoring the business community to implement air quality strategies, reassessing and promoting employer toolkits, developing corridors for targeted business community outreach/assessment, and assisting with recognizing businesses that improve their impact on air quality. These efforts will utilize STP-MM, Regional Transportation Council Local funds, and other funding sources that will be sought to support these communication elements and activities. Consultant assistance will be provided.

Work Performed and Status – NCTCOG continued to implement general public awareness campaign activities for air quality though its regional partnerships and execution of marketing and educational campaigns. At the forefront is Air North Texas, a clearinghouse for all air quality-related programs aimed at fostering behavioral changes and an understanding of the importance of air quality and its immediate impact on public health and the economy. In the past year, the campaign was successful in generating heightened public interest for air quality through innovative event execution, such as Clean Air Action Day held on July 7, 2010, and aggressive outreach, paid and sponsored advertising via print and online avenues, partner collaborations, and program quantification. Additionally, consultants were procured to further pursue campaign saturation goals by continuing to create and implement elements of the gas station advertising campaign. This element was completed in early 2010. Web site tracking results have reflected an increase of nearly 60 percent in site traffic. Additionally, the campaign’s monthly clean air mail, an informational e-publication containing helpful tips and resources for everyday sustainable living that help improve air quality, reported close to 1,000 readers and subscribers to date. Similar to previous years, Air North Texas continues to cultivate strong relations with its diverse network of regional partners, relying on the NTCAC for support in engaging private partnerships. These support systems continue to provide the necessary resources to fuel campaign activities and missions, such as participation and recruitment for tryparkingit.com, an alternative commute solutions and tracking program. Partner support efforts are recognized annually to encourage and motivate new and existing alliances. In October 2010, Air North Texas, in partnership with the NTCAC, recognized both the public and private business community for outstanding and best practices in air quality. NCTCOG also continued to support NTCAC by offering marketing services, including print production of brochures and creative development, event staffing, committee involvement, and administrative support.
The program is ongoing, and work will continue in FY2011.

Clean Cities Program – The DFW Clean Cities Program will continue to provide a locally based, private and public partnership coalition that works to advance the economic, environmental and energy security goals of the United States by supporting local decisions to adopt practices that contribute to the reduction of petroleum consumption in the transportation sector. Activities consist of facilitating the deployment of alternative fuel vehicles (AFVs); supporting installation of alternative fuel refueling infrastructure throughout the DFW area; increasing the use of fuel blends (i.e., diesel/biodiesel and ethanol/gasoline); accelerating sales of hybrid electric vehicles; promoting informed consumer choice on fuel economy; and encouraging the use of idle reduction technologies for heavy-duty trucks and other vehicles through, but not limited to, education, outreach, workshops/training, quarterly meetings, technical guidance, fleet recognition, clean vehicle preferential parking and other initiatives to get drivers into low-emission, clean fuel and/or advanced technology vehicles, and clean fuel lawn mower rebate/education programs. The DFW Clean Cities Program will utilize STP-MM, US Department of Energy (DOE)/RDS, Texas State Energy Conservation Office (SECO), Ford Motor Company, General Motors, and other funding that will be sought to support program elements and activities.

Work Performed and Status – During FY2010, funds were provided by DOE to support the Clean Cities Co-Coordinators and staff in operating the DFW Clean Cities Program. NCTCOG staff conducted the annual DOE survey of the number and types of alternative fueled vehicles (AFVs) and clean technology vehicles in North Texas fleets, provided updates on the number of alternative fuel stations operating in North Texas, conducted quarterly alternative fuel price surveys for DOE, and sponsored quarterly meetings of the DFW Clean Cities Technical Coalition. NCTCOG staff and the Co-Coordinators provided technical assistance to regional fleets and provided information on funding incentives for AFVs and clean technology vehicles, as well as coordinated with other Coalitions across the United States. Most notably, staff hosted or participated in 14 outreach events in the past year, including the Clean Start Propane Workshop, CNG Connect, the Propane Lawn Equipment Demonstration Workshop, and the National Association of Fleet Management Association South Central Chapter’s Fleet Fair. In addition, NCTCOG staff provided monthly informational updates electronically through the Clean Cities News Flash, updated the DFW Clean Cities Web site, and updated the 2010 Annual Operating Plan for 2011. Furthermore, staff attended national and regional Clean Cities’ conferences to obtain current information on AFVs and clean technology vehicles. Staff worked closely with DOE on national issues related to the National Clean Cities program including the National Partners Programs. In FY2010, DFW Clean Cities worked with the National Biodiesel Board on its annual conference which was held in Grapevine. Additionally, DFW Clean Cities gained a Clean Cities summer intern through an Argonne National Laboratory and American Society for Engineering Education program. The intern provided public relations, event management, and communications assistance related to the Clean Cities Program.

This program is ongoing, and work will continue in FY2011.

3.06 Public Transportation Planning and Management Studies (Planning)

This work program element provides funding to assist local governments and transportation providers with public transportation funding, operational, 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 Operations – Staff will support the efforts of metropolitan, urban, and rural transportation providers in the North Central Texas region through the following activities: identify and monitor transit-related issues of local, regional, and national interest; monitor transit appropriations and funding issues; develop annual Transit Section program of projects and coordinate programming of funds in an approved Statewide Transportation Improvement Program; provide technical assistance to providers requesting Federal Transit Administration funding by assisting with coordination of technical information, federal regulations, and grant requirements; respond to citizen, consultant, State, and federal requests for data, information, or assistance; manage contracts with local entities for participation in the Trinity Railway Express; and work with providers to better understand and address the needs of the transportation disadvantaged including low-income, elderly, and persons with disabilities.

**Work Performed and Status** – Staff coordinated with transit providers to refine their annual Programs of Projects for Federal Transit Administration Section 5307, 5309, 5310, 5311, 5316, 5317 and American Recovery and Reinvestment Act of 2009 funds; coordinated modifications to the Transit Section of the 2008-2011 Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) through quarterly TIP/STIP revision cycles; and processed projects through the Texas Review and Comment System as requested. Staff monitored transit issues at the local, state, and federal levels; coordinated the dissemination of technical information to transit providers; responded to requests for assistance and/or information; conducted an annual transit provider meeting to assist in development of the 2011-2014 TIP and to communicate changes in federal regulations; and attended transit provider meetings at other agencies including the Texas Department of Transportation Section 5310 Advisory Committee meetings, Trinity Railway Express Advisory Committee meetings, and other public meetings. In addition, staff managed the contracts with nine local entities for their continued participation in the Trinity Railway Express.

This project is an annual element, and work will continue in FY2011.

Regional Public Transportation Coordination – In December 2006, the Regional Transportation Council and North Central Texas Council of Governments Executive Board approved the North Central Texas Regional Public Transportation Coordination Plan. The Plan is the result of collaboration and feedback from transportation providers, the Texas Department of Transportation, Texas Health and Human Services Commission, local Workforce Boards, regional stakeholders, and other interested parties. It outlines the region’s coordination goals, policies, and short-, medium-, and long-term strategies to move the 16-county North Central Texas region toward more coordinated, efficient, and seamless transportation services. Staff will continue to work with regional partners on implementation of the short-term strategies identified in the Plan, including, but not limited to, establishing a standing Regional Transit Operations Workgroup; updating existing inventory of transportation providers and marketing the information tool to the region; developing standardized eligibility requirements; identifying underutilized vehicles that can be shared to increase overall efficiencies; encouraging regional, rather than local, taxi cab certification/registration; and coordinating rates and fares for similar services. In addition, staff will initiate efforts to update the existing plan. Funding from the Texas Department of Transportation will be utilized to help support this initiative, including use of Transportation Development Credits to fulfill local match requirements.

**Work Performed and Status** – NCTCOG continued to support the statewide regional coordination efforts of the Texas Transportation Commission by serving as the lead agency for the 16-county North Central Texas region. In this capacity, staff continued to
focus on implementation of coordination strategies contained in the North Central Texas Regional Public Transportation Coordination Plan, including establishing a regional vehicle-for-hire program, developing common vehicle specifications, facilitating cooperative vehicle procurements on behalf of regional transportation providers, and initiating activities in preparation for updating the Coordination Plan.

This project is an annual element, and work will continue in FY2011.

Planning Assistance to Small Operators – This item is part of an initiative to encourage short- and long-term operational planning by local transit providers. NCTCOG will conduct a study on behalf of its five Urbanized Area Formula Program subrecipients to determine a regional baseline for transit operations. The initial study will identify common planning and technical assistance needs among Collin County Area Regional Transit (CCART), Cletran-City/County Transportation (CLETRAN), Kaufman Area Rural Transit (KART), Public Transit Services (PTS) and Special Programs for Aging Needs (SPAN) which may include a focus on safety, security, transit operations and financial planning. As part of this effort, NCTCOG will seek consultant assistance to work with the subrecipients to address their specific local needs such as assessing ridership demands, proper allocation of resources and planning for growth. NCTCOG staff will coordinate the studies and work with each transit provider to implement recommendations. Federal Transit Administration funding will be utilized to support this effort.

Work Performed and Status – Staff continued coordinating with Collin County Area Regional Transit (CCART), City of McKinney, Texas Department of Transportation, and Federal Transit Administration to assist CCART in addressing issues identified in 2009 FTA Triennial Review. Staff anticipates issuing a Request for Proposals in FY 2011 for planning assistance for its five subgrantees. To this end, staff worked with each transit agency to define a scope of work based on their current needs and developed a timeline for implementation.

This project is ongoing, and work will continue in FY2011.

Regional Vehicle-for-Hire Program – The Regional Vehicle-for-Hire Program stems from a Regional Public Transportation Coordination Plan strategy to encourage regional, rather than local, certification for taxis, limousines and shuttle vehicles. The goal of the program is to provide safe, reliable and seamless transportation services to the customer by developing regional standards for operating vehicles for hire. NCTCOG has partnered with DFW Airport, the City of Dallas and the City of Fort Worth on the Regional Vehicle-for-Hire Program Study to develop a regional system to improve safety, efficiency and quality in the vehicle-for-hire industry. Once the study is completed, NCTCOG staff will work with partners and regional leaders to implement the recommendations. One of the goals of the Regional Vehicle-for-Hire Program Study is to improve customer service. To achieve this goal, NCTCOG has partnered with the Dallas Fort Worth Area Tourism Council to bring the Certified Tourism Ambassador (CTA) Program to the region. The CTA Program is a customer service training and certification program which focuses on frontline employees and volunteers in the Convention and Visitors Bureau, hotel, restaurant, and transportation industries. Regional Transportation Council Local funds will be utilized in this initiative.

Work Performed and Status – In FY2010, staff worked with the Dallas/Fort Worth International Airport, City of Dallas and City of Fort Worth to complete the Regional Vehicle-for-Hire Program Study and started moving forward on implementing the program,
including implementation of a Regional Super Bowl Limousine Pilot Project. Staff established workgroups and held meetings to gather input from stakeholders; worked with the limousine industry to develop mutually agreed-upon vehicle and driver standards; and worked with city and airport staff to create common forms and processes for issuing regional limousine permits.

To improve customer service in the region, staff assisted in outreach and events to support the Certified Tourism Ambassador Program and served on the Dallas-Fort Worth Area Tourism Council Foundation Board. In 2010, over 800 participants completed the program bringing the two-year total to over 1600 Certified Tourism Ambassadors in the region.

This project is an annual element, and work will continue in FY2011.

Public Transportation Short-Range Planning and Technical Assistance – This task provides for a myriad of public transportation planning activities including, but not limited to, the following: coordination with metropolitan, urban, and rural public transportation stakeholders; technical assistance; (transit) model maintenance; assistance with planning activities that focus on service initiation and/or increased service; assistance for improving the efficiency and effectiveness of current systems; continued development of analysis tools (e.g., transit-user benefit software); and the pursuit of additional discretionary funding. Assistance with service initiation, increased service, and improved efficiency and effectiveness could include travel demand forecasts, service planning, community consensus building, market analysis, or follow-up studies to public transportation elections. Assistance with studies concerning new connections to existing transit service as well as entirely new transit service is to be included in this category of work. An example of this work would be the evaluation of transit access to the TRE from the Entertainment District in Arlington.

In addition to the above, transit system planning staff will support the ongoing efforts of the metropolitan transportation plan, including air quality conformity, and respond to miscellaneous requests for technical assistance, as appropriate. Requests for technical assistance are received throughout the year from transportation professionals located in and out of state, as well as from the public. Travel forecasts will be provided to support transportation planning activities for Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), and the Fort Worth Transportation Authority (FWTA).

Work will continue in conjunction with the Fort Worth Transportation Authority on the Southwest-to-Northeast Rail Corridor Study. Travel demand models runs, analysis and documentation will be provided as support for the project.

Work Performed and Status – North Central Texas Council of Governments staff provided technical assistance to DART, FWTA, and DCTA in their planning efforts. Project examples include DART’s Downtown Dallas Second Alignment Study, the Fort Worth Transportation Authority’s Southwest-to-Northeast Rail Corridor Study, and DCTA’s A-Train Opening Day planning. Staff attended DART, DCTA and FWTA meetings. Presentations were provided at policy and technical committee meetings. Requests for technical assistance were also fulfilled. Staff work included, but was not limited to, development of transit networks, travel demand forecasts, alternative comparisons, and travel time and user benefit calculations.
This project is an annual element, and work will continue in FY2011.

3.07 Transit Operations (Implementation)

This work program element 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. Funding for this work element is provided by the Federal Transit Administration and the Texas Department of Transportation.

FTA Urban Funding Grant Administration – The North Central Texas Council of Governments is a designated recipient for Federal Transit Administration Urbanized Area Formula Program (49 USC. 5307) funds for the Dallas/Fort Worth Metropolitan Area outside the service area of the existing transit authorities (Dallas Area Rapid Transit, Denton County Transportation Authority, and the Fort Worth Transportation Authority). In this role, NCTCOG currently serves as the federal grantee for five subrecipients: Cletran-City/County Transportation (Johnson County); Collin County Area Regional Transit (Collin County); Kaufman Area Rural Transit (Rockwall County); Public Transit Services (Parker County); and Special Programs for Aging Needs (Denton County). As the federal grantee, NCTCOG is responsible for grant management and oversight activities including, but not limited to, developing, submitting and managing each annual federal grant; coordinating and submitting quarterly financial status reports and progress reports to the Federal Transit Administration; coordinating and submitting an annual National Transit Database report; and assisting subgrantees with the development of policies and procedures to assist in ensuring compliance with State and federal regulations. Staff will continue to disburse funding for reimbursable project expenses to the transit districts and will amend existing agreements as new funds become available. In addition, NCTCOG will serve as the federal grantee for the receipt of American Recovery and Reinvestment Act funds for these providers.

Work Performed and Status – The North Central Texas Council of Governments continued coordination with subgrantees for implementation of transit services in the Dallas-Fort Worth-Arlington Urbanized Area. NCTCOG developed and managed annual federal grants totaling over $24 million, submitted quarterly financial and milestone status reports to the Federal Transit Administration (FTA), amended existing agreements and submitted grants, and disbursed funding for reimbursable project expenses to the transit providers. In May, NCTCOG and its subgrantees successfully completed the 2010 FTA Triennial Review for program compliance. Specifically related to implementation of American Recovery and Reinvestment Act funds, staff developed a streamlined system to address additional reporting requirements, developed a hybrid-pilot project and cooperatively procured 18 hybrid-electric buses on behalf of subgrantees, and assisted Kaufman Area Rural Transportation in procuring design/construction services for a new vehicle storage facility.

This project is ongoing, and work will continue in FY2011.

Job Access/Reverse Commute and New Freedom Programs Administration – The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorized two programs that provide funding to support enhanced public transportation services. The North Central Texas Council of Governments is the designated recipient for FTA Job Access/Reverse Commute Program (49 USC. 5316) and New Freedom Program (40 USC. 5317) funds for the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. As the designated recipient, NCTCOG is responsible for developing a competitive selection process;
conducting regular Calls for Projects; certifying that the selection process is fair and equitable; certifying that projects selected for funding are derived from the North Central Texas Regional Public Transportation Coordination Plan; submitting the annual grant application; and maintaining oversight of recipients including grant management and compliance activities. Subrecipients awarded Job Access/Reverse Commute Program and New Freedom Program funds by NCTCOG to conduct operational planning activities include, but are not limited to: Dallas/Fort Worth International Airport for its “DFW Airport Shuttle Planning Project”; MHMR of Tarrant County for its “Go To Work Planning Project”; and Texas Citizen Fund for its “Denton Works! Job Access Planning Project.”

**Work Performed and Status** – During FY2010, staff executed the FY2009 JA/RC and New Freedom Program grants, worked to distribute contracts to entities selected for funding through the 2008 and 2009 Calls for Projects, and delivered five vehicles to support funded projects. Staff is preparing for an expected $8 million JA/RC and New Freedom Call for Projects in spring 2011 and will continue to oversee administration of these two funding programs and support eligible entities in developing project ideas for future consideration.

This project is ongoing, and work will continue in FY2011.

**Regional Job Access and Reverse Commute Program Implementation** – The Regional Job Access and Reverse Commute Program is a $1.5 million Federal Transit Administration grant ($3 million total) awarded through the Fiscal Year (FY) 2000 discretionary process. Following a regional solicitation for project proposals, the Regional Transportation Council awarded projects in September 2001. The federal grant agreement (TX-37-X020-00) was executed in June 2002. To date, projects have been implemented by Cletran-City/County Transportation (CLETRAN) in Johnson County; Fort Worth Transportation Authority; Kaufman Area Rural Transit (KART) in Kaufman County; and Special Programs for Aging Needs (SPAN) in Denton County. In May 2006, the Denton County Transportation Authority (DCTA) implemented its Commuter Express service. The reverse commute portion of this service is the last Regional JA/RC Project. Staff will continue to work with DCTA to expend the remaining project funds and close out the project.

**Work Performed and Status** – During FY2010, staff managed the Interlocal Agreement between NCTCOG and the Denton County Transportation Authority (DCTA) for reverse commute service from downtown Dallas to the cities of Denton and Lewisville. Staff submitted quarterly and annual reports to the Federal Transit Administration and amended the Agreement with DCTA in July 2010 to provide additional JA/RC funds and extend the term through December 30, 2010. Staff anticipates expenditure of all remaining funds and grant close-out activities to occur in winter 2011.

This project is ongoing, and work will continue in FY2011.

**Northeast (Tarrant County) Job Access Program Implementation** – The Northeast Tarrant County Job Access Program is a $1.5 million Federal Transit Administration grant ($3 million total) awarded through the Fiscal Year 2001 competitive process. NCTCOG executed the federal grant agreement (TX-37-X014-00) in July 2001. As the federal grantee, NCTCOG works with transit providers and other partners in Northeast Tarrant County to identify unmet transportation needs, develop partnerships and programs, and implement projects to address the identified needs. Under this grant, the following services have been implemented and/or funded: expansion of the CentrePort Shuttle; implementation of shuttle service in North Richland Hills from the Trinity...
Railway Express; and implementation and expansion of Hurst-Euless-Bedford (HEB) Transit. Staff will continue to manage service and funding contracts related to ongoing projects, as well as explore opportunities to implement additional service in Northeast Tarrant County.

**Work Performed and Status** – During FY2010, staff continued to manage the Interlocal Agreement for continued operation of the CentrePort Shuttle by the Fort Worth Transportation Authority (The T) to major employers near the Trinity Railway Express (TRE) commuter rail station at CentrePort/DFW Airport. In addition, a pilot project was begun in February 2010 by The T to provide similar shuttle service from the Hurst/Bell TRE station to the Bell Helicopter campus in Hurst. Staff oversaw administration of the Hurst-Euless-Bedford (HEB) Transit Project, which included managing the contract with the transportation provider (American Red Cross), staffing the Project Review Committee, distributing monthly ridership passes, reviewing operating data, and conducting community outreach, including preparing and distributing the HEB Transit Progress Report: 2009 Update to project partners and the community to highlight the service’s accomplishments. In addition, staff submitted quarterly and annual reports to the Federal Transit Administration.

Work on these projects will continue in FY2011.

**Job Access/Reverse Commute Streamlined Project Implementation Partnership** – The Job Access and Reverse Commute Streamlined Project Implementation Partnership is a $2 million grant awarded through the Texas Department of Transportation’s 2009 Coordinated Call for Projects. Following a statewide competitive solicitation, the Texas Transportation Commission awarded the funding to NCTCOG in May 2009. The funds will be used to facilitate timely implementation of regional coordination projects focused on increasing the availability of transportation services to employment, training and related opportunities in the small urban and rural areas of the region. NCTCOG may contract with local partners to implement the selected projects. Projects to be funded may include, but are not limited to facility construction and improvement, technology acquisition and upgrades, mobility management, vehicle acquisition, service delivery and operational planning. NCTCOG staff will work with regional partners to identify, develop and implement projects through this program, as well as manage and oversee the grant and related contracts in its role as subgrantee.

**Work Performed and Status** – During FY2010, NCTCOG executed a project grant agreement with the Texas Department of Transportation (TxDOT) for the awarded JA/RC funding.

Work on this project will continue in FY2011.
### TASK 3.0 - FUNDING SUMMARY

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**Task 3.05: Transportation and Air Quality Communications (Implementation)**

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**Task 3.06: Public Transportation Planning and Management Studies (Planning)**

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**Task 3.07: Transit Operation (Implementation)**

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IV. TASK 4 – METROPOLITAN TRANSPORTATION PLAN

This task provides funding for the development and refinement of the Metropolitan Transportation Plan in conjunction with metropolitan planning requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). It also supports more detailed feasibility studies on projects included in the Plan, as well as efforts to evaluate policies and strategies directed at reducing congestion and facilitating implementation of the Plan such as increasing funds for transportation through new or cooperative multi-agency funding strategies. Efforts to coordinate the transportation and environmental planning processes, as well as emphasize the incorporation of environmental justice analyses into planning documents, policies, and activities are also included.

4.01 The Metropolitan Transportation Plan (Planning)

The Metropolitan Transportation Plan (MTP) provides a blueprint for a multimodal transportation system and responds to goals for the region. The broad goals of the Plan include transportation-oriented goals such as 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 Plan must also meet financial constraint goals where project costs must not exceed anticipated revenue.

Development – Planning efforts include a regional visioning process for the year 2035 for the purpose of determining and identifying the total transportation needs of the region, whether they are funded or unfunded. This work will involve a technical analysis of transportation needs, development and analysis of transportation alternatives, financial feasibility assessment of plan recommendations, and a review of innovative funding strategies. A key element of the development process for the next plan will include the continued participation of the North Central Texas Council of Governments University Partnership Program. In particular, this Program will investigate the role of managed lanes in the development of long-range metropolitan plans, and could influence future policy direction regarding the planning, timing, and construction of regional managed lane facilities. An analysis of potential rail corridors throughout the region, as warranted, will be a key element in the planning process. Staff will also begin the process to develop Mobility 2035, which when adopted in mid 2011, will replace the Mobility 2030 – 2009 Amendment.

Rail transit planning activities will be conducted to further identify potential corridors that will sustain rail transit service that are not currently part of the Metropolitan Transportation Plan. In conjunction with the development of Mobility 2035, staff will update transit evaluation tools from the modeling and planning perspectives that would be incorporated into project identification and development. The result would be an update to the rail line warrants that currently exist. Additionally, staff will work to streamline modeling activities that relate to network development and analysis, as well as develop tools that will aid in project, route and station evaluations.

Other transit planning activities that affect the Plan include a study to be conducted by the City of Mesquite on Eastside Transit Alternatives, a study to be conducted by FWTA with the City of Fort Worth titled I35W Commuter Rail Feasibility Study, and a study that will evaluate the extension of rail from McKinney north to the Grayson/Collin County line and examine short- and long-term transit improvements to interconnect residential and business developments within the city of McKinney. Included in this effort is Regional Toll Revenue funding to study conceptual planning for the DART South Oak Cliff Light Rail Extension from Ledbetter to the UNT campus. These
studies are examples, and not a complete catalog of work being conducted around the region that may require some limited planning and travel demand modeling work from staff.

A concentrated effort to improve public involvement in the planning process will be done in conjunction with Work Program Task 4.03, Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities. Along with workshops and cooperative public meetings, a web-based interactive tool will be developed to educate the public in the transportation planning process as well as provide important feedback and data for the MTP staff to assess the needs and wants of the communities within the region.

**Work Performed and Status** – An extensive amount of work was performed this past year in the development of Mobility 2035, The Metropolitan Transportation Plan for North Central Texas. Due to the financial shortfall that the state and nation as a whole has experienced in recent years, staff developed three planning alternatives based on financial scenarios for the public and policy board to consider. Based on the estimated funding sources of each of the financial scenarios, staff developed roadway, rail, and other planning strategies to increase mobility and relieve congestion in the region. The current goals and objectives of the long-range plan were reviewed and revised accordingly. The existing Metropolitan Transportation Plan (MTP) policies were evaluated, revised, and some were aggregated to better fit the proposed recommendations or the intent of the region’s goals. Staff took a comprehensive view of the region’s plans for the next 50 years with the study of “Vision North Texas.”

Staff conducted research into the efforts of other cities that were comparable with the Dallas–Fort Worth area to seek alternate methods of funding transportation projects. Along with the research, staff reviewed the competitive ranking of the region in regards to jobs, housing, transportation, and numerous other criteria. A needs assessment was performed to determine the capacity needs and ultimate funding requirements of the region to relieve congestion. Also due to the limited funds available for the plan, a thorough analysis was performed to prioritize the previously recommended roadway improvements and determine the technical warrants for rail and roadways in each financial scenario alternative.

Staff worked closely with the University of Texas at Arlington under the University Partnership Program in the development of an analysis tool that will assist in determining the role of regional managed lane facilities.

Rail transit planning related to Mobility 2035 included the identification and evaluation of additional corridors that could potentially sustain rail service and were not previously part of the current Metropolitan Transportation Plan. Among these efforts were Eastside Transit Study, Hunt County Transit Study, and a study of an extension of rail north of McKinney. Other transit options were also examined for some corridors. Rail transit planning activities also included the testing and analysis of several alignments of rail access to the DART rail system. When rail was warranted, these results were shared with the transit partners.

This project is an annual element, and work will continue in FY2011.

Staff made a strong intentional effort to include the public in the planning process in the development of Mobility 2035. Staff went out to the public in numerous areas in the 12-
county region for kick-off workshops seeking views on the role of transportation in the future. A series of surveys were conducted at the workshops, public meetings and on the Mobility 2035 Web page, where staff received many helpful responses. The purpose of the Web site was to present the wealth of information on the Plan development such as survey results, weekly one-question surveys with immediate feedback, dates of public meetings, timeline for the Plan, and to provide an opportunity to contact staff and provide comments. Staff also presented the Plan development at the monthly meetings of the Surface Transportation Technical Committee and Regional Transportation Council. Staff made a concentrated effort, in conjunction with Work Program Task 4.03, to ensure nondiscrimination and Environmental Justice in all MPO Planning/Program Activities through this public involvement effort.

This project is an annual element, and work will continue in FY2011.

Monitoring – NCTCOG staff will continue to work in cooperation with TxDOT Districts, the North Texas Tollway Authority, transportation providers, local governments and other public agencies as needed to monitor programs and projects recommended in the MTP to ensure that they reflect the latest planning assumptions, allowing those projects to proceed through the planning and environmental stages of project development.

A project tracking and monitoring system will be utilized that allows for the monitoring of major development and implementation milestones of the region’s major corridors from project conception and planning to construction and opening for public use. The progress of projects and the obstructions to implementation will be determined and reported to expedite project delivery.

Extensive coordination efforts with activities in Work Program Task 3.01, Transportation Project Programming, will be necessary to review and ensure Transportation Improvement Program project amendments and revisions are specifically included within the Metropolitan Transportation Plan and to verify that the proposed changes are consistent with the Plan recommendations.

Work Performed and Status – Staff worked closely with Texas Department of Transportation (TxDOT) staff in the support of three TxDOT projects which are currently being pursued or under construction as Comprehensive Development Agreements (CDA): the North Tarrant Express project on IH 35W, IH 820, and SH 183; LBJ Express managed lanes project on IH 635 in north Dallas; and the DFW Connector project on SH 121 and SH 114 in Grapevine, north of DFW International Airport. Staff coordinated monthly meetings with TxDOT project managers from the districts and the regional office to ensure projects were properly moving to implementation and were being constructed consistent with the Metropolitan Transportation Plan (MTP). Staff also attended status meetings on the DFW Connector and North Tarrant Express held by the developers of those corridors, again to ensure proper consistency with the MTP.

Work was performed on the development and implementation of a project tracking and monitoring system. A Microsoft Access database system was developed that houses pertinent information on major corridors identified in the Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment. The status and major milestones of roadway projects were recorded on a monthly basis or as required. Additional work is needed in the development of the tracking system to incorporate the monitoring of all levels of implementation. Staff also worked on integrating the project tracking system with the GIS-based roadway networks to ensure consistency of the data.
Staff worked cooperatively within the Transportation Department and/or with other transportation partners in activities of Work Program Task 3.01, Transportation Project Programming. Staff reviewed amendments and revisions to the Transportation Improvement Program (TIP) to ensure that all proposed projects are either specifically included or consistent with the approved long-range Metropolitan Transportation Plan. TIP revisions to roadway projects were also verified to ensure improvements were warranted and met air quality conformity requirements.

This project is an annual element, and work will continue in FY2011.

Travel Model Network Development and Maintenance – Also included in this Work Program element is the development and maintenance of geographic electronic roadway and transit network files used in travel demand modeling. These files are employed in support of travel modeling efforts used in the development of the Metropolitan Transportation Plan, corridor and feasibility studies, thoroughfare plans, Transportation Improvement Program (TIP) analyses, and other activities. Functions related to the development and maintenance of travel model networks include coordination with corridor study and thoroughfare planning activities, both within NCTCOG and at other agencies and local governments to ensure that recommended additions or modifications to the transportation network are reflected in the regional travel model. Staff will develop and refine roadway and transit networks for the new nonattainment area, the new Metropolitan Planning Area boundary, the next Metropolitan Transportation Plan, and air quality conformity efforts. Other functions of network maintenance include a continual program of quality control in reviewing and correcting existing and proposed transportation networks, keeping a current-year network up to date, incorporating TIP projects into model networks when needed, supporting the development of a new multiyear master network, providing single occupant vehicle (SOV) analysis for regionally significant arterial projects, maintaining GIS files of networks for use in studies and technical assistance requests, and documenting roadway and transit network changes. This element also includes the use of the TransCAD software package to complete baseline travel demand model runs for projects including the Regional Outer Loop.

Work Performed and Status – Staff continued the maintenance of the geographic electronic roadway and transit network files for use in support of travel modeling efforts. Networks reflecting expected conditions in years 2011 through 2014 were specifically created for use in the 2012 Emissions Inventory. Various roadway network scenarios influenced by date and financial constraint were also developed in preparation for Mobility 2035: the Metropolitan Transportation Plan for North Central Texas. These networks were created with a bottom-up approach to help facilitate the proposed multiyear master network. Steps were also taken to integrate the networks into the newly developed Project Tracking System.

This project is an annual element, and work will continue in FY2011.

Follow-Up Studies – Staff will participate in coordination efforts with TxDOT, NTTA, regional transportation providers and other public agencies, as needed, in the further development of a system-wide multimodal transportation system. The components of the multimodal system will include free roads, toll roads, Managed/HOV lanes, and commuter/light rail.

Work Performed and Status – The coordination with transportation partners and providers regarding project implementation and planning is done on a continual basis. Staff worked closely with the TxDOT Districts, NTTA, DART, The T, and DCTA in the
development of the Mobility 2035 Plan. Staff had numerous meetings with the transportation providers to ensure that ongoing projects move forward in a timely manner. Staff also met with local governments to assist them in the planning and implementation process. Also, a Regional Managed Lane Working Group was formed to expedite and ensure the success of implementing managed lanes in the region consistent with the MTP and Regional Transportation Council policies.

Long-Range Financial Planning – Federal law requires that the MTP be financially constrained. The focus of this task is to explore how innovative transportation financing strategies can be used to expand funding available for transportation projects that would otherwise not be available. These new funding tools allow for enhanced flexibility in meeting transportation needs.

**Work Performed and Status** – Staff completed a thorough review of State and MPO revenue forecasts, including the use of the “TRENDS” revenue forecasting model developed by a working group of MPOs and TxDOT staff, to determine the availability of funds for transportation over the next 20 or more years. Staff also examined local funding for transportation by researching recent expenditures and forecasting the availability over time. Additionally, staff collected data and monitored items that impact transportation funding. Using the outcomes of the various forecasts and research mentioned above, staff developed three financial scenarios for Mobility 2035: Metropolitan Transportation Plan for North Central Texas. Staff will continue to refine long-range financial forecasting models and techniques through research, data collection and monitoring.

This project is an annual element, and work will continue in FY2011.

Innovative Transportation Financing Strategies – The focus of this work program element is to explore innovative transportation financing strategies as authorized by the Texas Legislature. 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 toll equity financing, comprehensive development agreements, and toll revenue bonds to accelerate project construction, as well as exploring the institutional structures necessary for the financial tracking of transactions related to these funding mechanisms.

**Work Performed and Status** – This work element focused on developing innovative financial partnerships to expedite critical transportation projects in the Dallas-Fort Worth region. Significant effort was spent working with the North Texas Tollway Authority and the Texas Department of Transportation to develop financial and staging options to advance SH 161 and Southwest Parkway. At the request of Dallas Area Rapid Transit and the Fort Worth Transportation Authority, the Regional Transportation Council (RTC) initiated a financial study to develop an innovative financial plan for the 62-mile Cotton Belt Passenger Rail Corridor.

This project is an annual element, and work will continue in FY2011.

Local Economic Impact of Transportation Fuel Consumption – Increasing motor fuel costs, in terms of both the cost of the fuel and the associated taxes, can have a significant economic impact at both the personal and regional level. As fuel prices increase and discretionary income subsides, consumer demand for fuel and other goods diminishes resulting in decreased motor fuel tax revenue. Reductions in motor fuel tax revenue also diminish transportation-related
construction and associated services leading to a slowing economy. Increasing motor fuel taxes will likely increase revenues for transportation improvements; however, if the tax increase is substantial it may lessen consumer demand. This task will revisit the 1984 analysis done by NCTCOG on this topic and update the relationship between transportation revenue and the economic impact it has on the regional economy.

**Work Performed and Status** – There is an important relationship between a region’s transportation system and the economic health of that region. Likewise, recent economic conditions have had an impact on the availability of funding for transportation. As transportation funding decreases, it creates a less reliable system, which, in turn, impacts the ability to move people and goods efficiently. Understanding the relationship between transportation and the economy, staff researched and drafted a white paper discussing how transportation and the overall economy will impact the region’s ability to grow compared to a list of “peer cities.” This research will be used in the coming months to delve further into the topic of how motor fuel costs have an impact on the local economy. In conjunction with this effort, staff has been collecting data related to fuel consumption, costs, and transportation system use.

This project is an annual element, and work will continue in FY2011.

**4.02 Coordination of Transportation and Environmental Planning Processes (Planning)**

Linking transportation planning and environmental planning represents an approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning stage and carries them through the corridor and project development phases. This approach addresses the environmental-related provisions of federal transportation policy through a number of transportation system, corridor, and project-level initiatives.

This Work Program element supports the following initiatives for considering environmental, community, and economic goals earlier in the transportation planning process to improve the quality of transportation projects, shorten project delivery times, enhance consideration of the needs and interests of environmental resource agencies, and improve environmental outcomes for stakeholders.

**Metropolitan Transportation Plan Mitigation and Consultation** – Staff will develop the metropolitan transportation plan in consultation with resource and regulatory agencies. Consultation with federal, State, regional, non-profit environmental resource and regulatory agencies, planning agencies, Tribal governments, interest groups, and communities will consist of comparing transportation plans to natural, cultural, and social resource inventories, maps or plans through meetings, workshops, or other identified means. A comparison could include the development of environmental performance measures and impact analysis methods, producing a Natural and Cultural Resource Evaluation, or other quantitative/qualitative environmental review incorporated into the metropolitan transportation plan decision-making process.

Staff will also consider short-, mid-, and long-term regional mitigation/conservation/preservation initiatives and strategies to be used and identify potential areas and/or existing programs to carry out activities to mitigate potential transportation system impacts identified during the long-range planning process, corridor development, or environmental clearance phases. The compensatory mitigation activities/strategies will be developed in consultation with federal, State, and Tribal land management, wildlife, and regulatory agencies as specified in current federal transportation
policy. Staff will create a database of identified mitigation strategies and make it available to transportation planning organizations (all modes), conservation planning organizations, transportation agencies, etc. as a resource for improving linkages between transportation and conservation/environmental planning efforts. Ultimately, private-sector agencies might also utilize a ‘matured’ database in mitigating impacts. Staff will update the Environmental Mitigation for Transportation Projects Guide with current case studies and updated mitigation strategies.

Staff will also investigate the incorporation of additional components into the metropolitan transportation plan that use National Environmental Policy Act (NEPA) principles and methods such as developing and including purpose and need statements, scoping and identifying alternatives, analyzing or baselining environmental conditions, and assessing indirect and cumulative impacts that, with their inclusion, could potentially expedite the planning process.

Staff will continue the development of a Regional Ecosystem Approach to Transportation Infrastructure Planning utilizing three pilot transportation corridors. The Regional Ecosystem Framework will articulate a vision of how infrastructure development and ecosystem conservation can be integrated to harmonize economic, environmental, and social needs and objectives. This project will be developed in consultation with resource agencies and other interested stakeholders to develop a structure that can be utilized in future transportation planning studies. This work is based on Eco-Logical: An Ecosystem Approach to Developing Infrastructure Projects. Funding from the Federal Highway Administration will be used to support this initiative.

Staff will assess emerging environmental (natural and social) topics significant to the region such as climate change mitigation and adaptation, conservation opportunities/achievements/partnerships, livability and quality-of-life indices, and energy resource production, and their importance to regional transportation planning and project development and implementation.

**Work Performed and Status** – Staff continued development of an Environmental Resource Evaluation tool for transportation projects in the Metropolitan Transportation Plan in consultation with resource agencies. Staff produced a library of electronic and non-electronic environmental resource data and information sets that will be used to complete the final performance measure documentation of the Metropolitan Transportation Plan. Furthermore, a thorough review of resource agency management and strategic plans was completed and indicates that agencies have multiple resource preservation goals, but few overlap, making it difficult to plan a transportation system in a way that satisfies every agency’s goals. Staff continued work to develop a Regional Ecosystem Framework based on the subwatershed geography. A subwatershed valuing methodology was produced and will be incorporated into the Metropolitan Transportation Plan.

This project is an annual element, and work will continue in FY2011.

**Coordination and Communication with Stakeholders and Partner Agencies** – Staff will continue coordination and facilitation of the Transportation Resource Agency Consultation and Environmental Streamlining (TRACES) Roundtable to focus on transportation and resource agency information exchange and collaborative decision making during the transportation planning process.

Management and facilitation of the Water Resources Development Act of 2000 Section 214 Memorandum of Agreement with the United States Army Corps of Engineers to expedite the permit review of regionally significant transportation projects will continue in coordination with work activities in UPWP Element 5.15, Streamlined Project Delivery.
In addition, staff will build on an existing Web site to create an information system that supports access by multiple agencies and consultants and allows users to add/update data sets. This effort will inventory and catalogue findings (e.g., National Register of Historic Places eligible historic structures, delineated wetlands) and mitigation commitments (e.g., noise walls, wetland creation) of NEPA documents into a centralized GIS database, thus reducing research timeframes. This data could then be used in the early stages of the transportation planning process and be shared with other agencies to improve access to and use of geographic resource data by transportation staff and transportation data by resource agency staff. Protocols and tools for sharing data and analysis among and within agencies would be developed.

Staff will evaluate the effects of energy resource development and production in the Dallas-Fort Worth region on future transportation facilities and land use. Specific impacts, such as preservation of right-of-way will be assessed, and staff will review the types of agreements reached between transportation agencies, local governments, and energy production companies relative to impacts associated with the planning and development of future transportation facilities. Activities will be coordinated with staff efforts in Work Program Task 5.15, Streamlined Project Delivery.

**Work Performed and Status** – Staff convened the TRACES group as part of the development of the Metropolitan Transportation Plan and to provide feedback on the development of the Regional Ecosystem Framework. Staff began development of a centralized database that catalogs NEPA documents and transportation agency mitigation commitments. Staff also began developing electronic data files that can be shared on a publicly accessible Web site to offer data to transportation planning practitioners and assist them in determining potential environmental impacts earlier in the process. Furthermore, staff began to assess the planning implications of natural gas field development in North Texas and is coordinating with other department efforts to assess potential implications to transportation planning, road maintenance, and truck emissions due to increased natural gas operations. Additionally, staff has participated in efforts to begin assessing climate change adaptation and mitigation strategies for the Dallas-Fort Worth area. Work performed and status of the memorandum of agreement with the United States Corps of Engineers is discussed in UPWP Task 5.15, Streamlined Project Delivery.

This project is an annual element, and work will continue in FY2011.

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

It is the Federal Highway Administration’s (FHWA’s) and the Federal Transit Administration’s (FTA’s) policy to actively ensure nondiscrimination under Title VI of the 1964 Civil Rights Act in federally funded activities. 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. As an MPO, NCTCOG strives to ensure nondiscrimination and environmental justice in its transportation plans, programs, policies, and activities.
Furthermore, 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 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."

To ensure nondiscrimination and environmental justice (EJ) 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. As part of the work plan developed in conjunction with the Texas Department of Transportation Title VI Compliance Review, staff will coordinate the following activities.

Compliance with Federal and State Laws and Regulations – NCTCOG staff will update NCTCOG's Title VI assurances to comply with all prohibitions of discrimination and subsequently conduct a yearly review to ensure compliance. Staff will also develop a Title VI and Related Statutes Discrimination Complaint Process and Complaint Form for public review and comment, publish the Complaint Process on the web, and include complaint information in vital public documents. An internal structure to monitor the effectiveness of the Title VI/EJ program and document the monitoring process will be developed. Vital NCTCOG transportation manuals and directives will be reviewed and documented to ensure Title VI/EJ compliance, and recommendations will be offered for future publications. A Limited English Proficiency Plan will also be documented, published, and presented for public review.

Work Performed and Status – Staff updated current Title VI Assurances that were signed by the NCTCOG Executive Director. The NCTCOG Title VI Assurances outline NCTCOG's efforts to ensure non-discrimination in its policies, plans and activities. Staff conducted a review of existing State and federal procedures to ensure that NCTCOG's were aligned with their processes. Procedures were developed that outlined the public's basic civil rights under Title VI and provided detailed instructions for filing a complaint as well as a detailed form to gather basic information on the alleged discrimination. The Title VI Complaint Procedures were incorporated as part of the Public Participation Plan and taken to the public for comment, as referenced in Task 1.01. The procedures were translated into both Spanish and Vietnamese. Staff conducted a thorough review of all documents and directives to determine compliance with Title VI. Additionally, staff performed a four-factor analysis to establish the extent of services NCTCOG should provide to offer meaningful access to services for persons with limited English proficiency. The four-factor analysis was used to establish a Language Assistance Plan, which was incorporated into the Public Participation Plan as referenced in Element 1.01.

This project is an annual element, and work will continue in FY2011.

Collection and Analysis of Data – NCTCOG staff will research and analyze demographic trends and data to identify minority and low-income populations (protected classes) and create an updated communities-of-interest map for use in the decision-making process. Additional Title VI/EJ transportation performance measures (to assess benefits and burdens to protected classes in the metropolitan transportation plan) will be analyzed, evaluated, and documented to help determine the effectiveness of the metropolitan transportation plan in meeting the mobility needs of protected classes. A resource manual that provides technical analysis techniques, performance measures, and Title VI/EJ integration techniques that could be used by staff to encourage incorporation of EJ principles into program area planning activities will also be
developed. In addition, through the University Partnership Program, with assistance from Texas Southern University, staff will conduct and document results of a survey of protected class communities in the Dallas-Fort Worth region to evaluate how residents of these communities perceive toll roads and their impacts to their communities.

**Work Performed and Status** – Staff partnered with NCTCOG’s Research and Information Services department to develop a methodology to identify concentrations of environmental justice communities. This technique was peer reviewed internally and modified to reflect regional demographics. Staff conducted a review of other MPOs and scholarly literature to determine additional performance measures in evaluating the Metropolitan Transportation Plan for impacts on environmental justice communities and worked with the NCTCOG model development staff to begin development of a tool that can model performance measures. As part of the University Partnership Program, referenced in Task 1.02, staff worked closely with representatives from Texas Southern University (TSU) to gather information about the attitudes and impacts of toll roads on environmental justice populations. A final study report was provided by TSU that included a comprehensive review of literature associated with environmental justice and priced facilities and a listing of recommended questions to be potentially incorporated into an upcoming household travel survey that relates to defining perceived impacts of toll roads on specific populations.

This project is an annual element, and work will continue in FY2011.

**Public Outreach and Title VI Resource** – NCTCOG staff will continue to ensure public outreach opportunities for protected class populations by researching and integrating effective Title VI/EJ public engagement techniques and education materials into larger public outreach efforts. Staff will also maintain the Transportation Department’s Title VI/EJ Web site and conduct Title VI and EJ training as deemed necessary for transportation staff and subrecipients. Staff will continue to serve as a Title VI/EJ resource for transportation committee members, local government members, transportation department staff, and subrecipients (subcontractors, subgrantees, etc.), and will provide technical and non-technical support for transportation studies, transit and roadway corridor studies, environmental reviews, and other Title VI/EJ projects as needed.

**Work Performed and Status** – Staff, in cooperation with the NCTCOG public outreach team, produced *Fair Treatment and Meaningful Involvement in Transportation Planning*, a public outreach document that provides an overview of Title VI and environmental justice; documents NCTCOG’s non-discrimination policies and efforts; and, describes how to file a Title VI complaint. The document was translated into Spanish. Staff updated the environmental justice Web site with multiple documents and presented information on an environmental justice Geographic Information System tool that has been developed. Staff conducted training for all transportation department staff and continues to coordinate with internal staff and outside partners when needed to provide assistance related to environmental justice. Public meetings, as outlined in Task 1.01, continued to be held throughout the region at varying times and, whenever possible, near public transportation. Needs of environmental justice communities and persons with limited English proficiency were considered in outreach efforts. Staff continued to apply the four-factor analysis to determine when and how information should be translated.
### TASK 4.0 - FUNDING SUMMARY

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<tr>
<td>Local</td>
<td>$320,000</td>
<td>$318,112</td>
<td>$188,461</td>
<td>$131,539</td>
<td>59%</td>
<td>$129,651</td>
<td>59%</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$758,000</td>
<td>$675,998</td>
<td>$401,512</td>
<td>$356,488</td>
<td>53%</td>
<td>$274,486</td>
<td>59%</td>
</tr>
<tr>
<td><strong>TASK 4.03: Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities (Planning)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Planning Funds (TPF)</td>
<td>$177,000</td>
<td>$136,036</td>
<td>$66,541</td>
<td>$110,459</td>
<td>38%</td>
<td>$69,495</td>
<td>49%</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$177,000</td>
<td>$136,036</td>
<td>$66,541</td>
<td>$110,459</td>
<td>38%</td>
<td>$69,495</td>
<td>49%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$3,148,000</td>
<td>$2,536,009</td>
<td>$1,540,063</td>
<td>$1,607,937</td>
<td>49%</td>
<td>$995,946</td>
<td>61%</td>
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<tr>
<td><strong>Total TPF</strong></td>
<td>$2,628,000</td>
<td>$2,019,785</td>
<td>$1,263,141</td>
<td>$1,364,859</td>
<td>48%</td>
<td>$756,644</td>
<td>63%</td>
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</table>
Providing support to transportation providers is critical in the planning, operation, and maintenance of a comprehensive regional transportation system. NCTCOG provides support by conducting and participating in a wide range of various travel forecasting, planning, and design projects. Emphasis in this task is placed on assisting local governments with subarea and thoroughfare planning studies, providing technical support for projects such as traffic impact analysis and thoroughfare planning, and participation with transportation providers in corridor or subarea studies where the regional transportation planning process has identified the need for additional transportation system capacity. Staff assistance is also provided on corridor-specific requests for travel data used in private-sector initiated project development through Comprehensive Development Agreements. Work in this area also addresses transportation and land-use planning issues, Intelligent Transportation System initiatives, congestion management activities, goods movement, transportation system security and emergency preparedness, transportation safety, and surface access to aviation. Efforts to streamline and coordinate the planning and environmental review processes to expedite project delivery, and implementation projects or programs aimed at reducing congestion and improving air quality are also included.

5.01 Corridor Studies/Environmental Study Support (Planning)

Metropolitan transportation planning regulations require that project-level studies be performed to support transportation investment decisions. Where federally funded major transportation investments are being contemplated, reasonable alternative strategies for addressing the transportation demands and congestion at a corridor or subarea level of the Metropolitan Area are identified and evaluated. The corridor study provides information to elected officials, technical staff, the business community, 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 also presents the opportunity to promote a balanced and multi-modal transportation network that supports sustainability, livability, and community land-use objectives.

For each corridor recommended for improvement in the Metropolitan Transportation Plan, federal regulations require that a comprehensive, detailed, and environmentally focused analysis be conducted. These studies serve as a bridge between the regional planning process and the more detailed environmental analysis and project design and engineering phases. Technical support also extends to private-sector enterprises under certain circumstances. Staff will assist with corridor-specific requests for travel model data used in private-sector project development through Comprehensive Development Agreements (CDA), consistent with TxDOT policy. As these initiatives progress, staff will monitor CDA projects to ensure their inclusion in the metropolitan planning process. Consistent with UPWP policies, funding assistance may be requested from the participating agencies and private firms involved in CDA efforts.

NCTCOG will support corridor studies through a variety of functions. Staff will provide technical data to partner agencies conducting corridor studies to fulfill regulatory and policy requirements for environmental documents. This technical data will include travel demand modeling results used in corridor alternatives and alignment analyses. Staff will employ the Dallas-Fort Worth Regional Travel Model to examine the impact of potential transportation corridor improvements including the construction of new facilities and capacity improvements to existing facilities. Technical data from the travel model including daily volumes, peak-hour volumes, levels of service, and vehicle miles traveled will be provided for use in the refinement of corridor recommendations. This data will be conveyed through roadway network plots, travel model performance reports, GIS layers, and TransCAD files.
The travel model will also be used in the development of Mobile Source Air Toxics (MSAT) data. MSAT analysis is a required element in environmental documents for roadway projects with a projected daily volume expected to exceed 140,000, or in any case where the project is deemed potentially controversial. Determination of MSATs results in a table identifying link pollutant data for the horizon year identified in the Metropolitan Transportation Plan as well as an interim or opening year for the project. Another required element of corridor study documents is the inclusion of quantified Environmental Justice (EJ) data, which will be developed by NCTCOG for all roadway corridors seeking Federal Highway Administration clearance. This quantified EJ data is developed to ensure that proposed transportation projects do not impair accessibility or cause disproportionate burdens to areas of the region with higher-than-average percentages of low-income, minority, or other protected populations. New goals for EJ analysis will include the study of land-use impacts and potential economic development related to infrastructure investment.

In addition to technical functions, NCTCOG will continue to participate in the project development process within major corridors to ensure continual coordination in the development of both near-term solutions and conceptual alternatives that may be required to meet long-term corridor needs. An emphasis will be placed on activities that identify accessibility, air quality, and strategic bottleneck improvements. Corridor studies will seek to advance regional goals of sustainability and promote context-sensitive design solutions where possible and appropriate, using modern guidelines that balance transportation, land use, and urban design. NCTCOG staff will participate in corridor study technical and policy working groups, contribute to value-engineering workshops, attend project public meetings, present statements of support for projects at public hearings, monitor all projects to ensure their progress, and include study recommendations in the development of the next Metropolitan Transportation Plan. Staff will review design schematics and NEPA documents prior to federal action to ensure consistency with the Metropolitan Transportation Plan, the Transportation Improvement Program, and RTC policies.

The following is a list of ongoing and candidate corridors in the Dallas-Fort Worth area requiring environmental study or other feasibility assistance, which will be conducted pending regional priorities as well as staff and funding availability:

DFW Connector: FM 2499 – SH 121 to north of Grapevine Mills Boulevard  
DFW Connector: IH 635 – SH 121 to Royal Lane  
DFW Connector: SH 114 – Kimball Avenue to east of International Parkway  
DFW Connector: SH 121 – Hall-Johnson Road to FM 2499  
DFW Connector: SH 360 – SH 121 to Stone Myers Parkway  
East Corridor: IH 30 – IH 45 to Dalrock Road  
East Corridor: US 80 – IH 30 to FM 460  
IH 20 – SH 161 to US 175  
IH 20 West – US 180 to IH 30  
IH 30 – Oakland Boulevard to SH 161  
IH 30 (Rockwall County) – Dalrock Road to FM 2642  
IH 30 (West Freeway) – IH 20 to SH 121  
IH 30 HOV/Managed – SH 161 to IH 35E  
IH 35 – FM 3002 (Denton/Cooke County Line) to IH 35E/IH 35W  
IH 35E (Northwest Corridor) – Loop 12 to SH 183  
IH 35E North – IH 35/IH 35W to IH 635  
IH 35 South – Parkerville Road to FM 329  
IH 35W – IH 20 to SH 174  
IH 35W – IH 35E/IH 35W to SH 170
IH 345 – Spur 366 (Woodall Rodgers Freeway) to IH 30
IH 45 – IH 30 to IH 20
IH 635 – Luna Road to IH 20
IH 820 Southeast: IH 20 – Forest Hill Drive to Park Springs Boulevard
IH 820 Southeast: IH 820 – Meadowbrook Drive to IH 20
IH 820 Southeast: US 287 – Berry Street to Sublett Road
Loop 12/IH 35E – IH 635 to Spur 408
Loop 288 – IH 35 to US 377
Loop 9 – US 287 to IH 20
North Tarrant Express: IH 35W – SH 170 to IH 30
North Tarrant Express: IH 820 East – SH 121 to Randol Mill Road
North Tarrant Express: IH 820 North – IH 35W to SH 121/SH 183
North Tarrant Express: SH 121 – FM 157 to IH 820
North Tarrant Express: SH 121 – IH 820 to Minnis Road
North Tarrant Express: SH 183 – SH 121 to SH 161
Project Pegasus: IH 30 – IH 35E to IH 45
Project Pegasus: SH 183 to 8th Street
Regional Outer Loop
SH 114 (Dallas County) – SH 121 to SH 183
SH 114 (Denton County) – FM 156 to SH 170
SH 121 (Southwest Parkway/Chisholm Trail) – IH 30 to US 67
SH 161 – Belt Line Road to IH 20
SH 161 – SH 360 Toll Connector: IH 20 – SH 161 to SH 360
SH 161 – SH 360 Toll Connector: SH 360 – IH 20 to Sublett Road
SH 170 – SH 114 to SH 199
SH 183 – SH 161 to IH 35E
SH 190 – IH 30 to IH 20
SH 199 – SH 170 to IH 820
SH 360 – Avenue K/Brown Boulevard to IH 20
SH 360 South – Sublett/Camp Wisdom Road to Loop 9
US 175 – IH 45/Trinity Parkway to CR 4106
US 175 (S.M. Wright Freeway) – IH 45 to SH 310
US 287 – Heritage Parkway to SH 34
US 67 (Gateway Horizon) – FM 1382 to US 287 Bypass
US 67 Cleburne Bypass – Business US 67 East to FM 1434
US 67 South – US 287 Bypass to Ellis/Johnson County Line
US 75 – Collin/Grayson County Line to SH 121 South (Sam Rayburn Tollway)
US 75 HOV/Managed – SH 121 South (Sam Rayburn Tollway) to IH 635
US 80 – FM 460 to Spur 557

**Work Performed and Status** – This element addresses the production and analysis of technical data used in the development of environmental documents and the implementation of major roadway corridor improvements involving freeways and tollways. Technical data developed using the travel demand model is determined for the purposes of alignment and alternatives analysis, air quality impacts, and environmental justice documentation. Additionally, staff coordinates with partner transportation agencies at the regional, state, and federal level in the development of corridor studies and analyses and works to ensure consistency between study recommendations and the development of Mobility 2035. In addition to the specific projects detailed below, NCTCOG staff also participated in monthly meetings of the Three Bridges traffic management team which coordinates the reconstruction of IH 30 in Arlington as well as the reconstruction at SH 360 and Division Street, also in Arlington, and ongoing
construction at SH 161 and IH 30 in Grand Prairie; provided travel modeling support to TxDOT and the City of Dallas for proposed improvements at the interchange of IH 30 and Westmoreland Road; analyzed the IH 30 corridor in western Dallas County for expedited managed lane construction; participated in a value engineering workshop on the IH 35E corridor between US 380 and IH 635; worked to coordinate planning efforts between TxDOT and NTTA on corridors including SH 170, SH 360 South Toll Road, Southwest Parkway/Chisholm Trail Parkway, and SH 161 President George Bush Turnpike Western Extension; supported TxDOT’s study of proposed modifications to the HOV lane on US 75 in Richardson; critiqued TxDOT’s list of congested corridors in the region and provided an analysis based on travel model data and other sources; and maintained a database and Web site detailing ongoing major corridor studies, updating the site monthly with new information. Providing support and coordination for new and ongoing major roadway corridor studies is an annual element and will continue into FY2011. Individual projects involving significant effort are detailed below.

IH 35W – NCTCOG provided support to the TxDOT-Fort Worth District in the completion of two environmental documents on IH 35W in Tarrant County. The first of these documents includes the section of IH 35W from Eagle Parkway near the Denton/Tarrant County line to the interchange with IH 820, the North Loop. The second document includes the section of IH 35W from IH 820 south to IH 30 at the Fort Worth central business district. For both documents, Mobile Source Air Toxics (MSAT) analyses were completed for the year 2030 as well as the interim year of 2019. Additionally, quantifiable Environmental Justice (EJ) impacts from the proposed improvements to IH 35W were documented using the travel model based on origin-destination analyses. Finally, corridor-level travel model performance reports were developed which provide data on vehicle miles of travel, level of service, and other indicators used in the analysis of proposed improvements. Work on the completion of the IH 35W environmental documents and implementation of roadway improvements is a carry-over project and will continue into FY2011.

SH 183 Dallas County – NCTCOG staff provided data necessary for the completion of the SH 183 environmental document in Dallas County between SH 161 and IH 35E. Support for this corridor study included updating the MSAT and EJ analyses for consistency with Mobility 2030 - 2009 Amendment, as required by FHWA for further processing of the NEPA document. NCTCOG developed MSAT data for year 2030 and the interim year of 2019, and completed an origin-destination analysis to document potential EJ impacts due to the proposed construction. Staff also provided corridor-level travel model performance reports used in the analysis of proposed improvements. Work on the completion of the SH 183 environmental document and implementation of improvements to the roadway corridor is a carry-over project and will continue into FY2011.

US 75 Managed Lanes – NCTCOG worked to complete the environmental document detailing proposed improvements on US 75 in McKinney between SH 121 on the north and SH 121/Sam Rayburn Tollway (SRT) on the south. These proposed improvements include HOV/managed lanes from US 380 south to SH 121/SRT. NCTCOG developed MSAT data for year 2030 and the interim year of 2019, and completed an origin-destination analysis to document potential EJ impacts due to the proposed construction. Corridor-level performance reports were also developed by staff to document travel model data on current conditions as well as future build and no-build scenarios. Work on the US 75 managed lanes environmental document and implementation of
improvements to the roadway corridor is a carry-over project and will continue into FY2011.

SH 360 – For the SH 360 corridor between IH 30 and IH 20, staff developed updated MSAT data consistent with Mobility 2030 – 2009 Amendment at the request of the TxDOT-Fort Worth district. MSAT data was developed for year 2030 and the interim year of 2025 in support of completion of the SH 360 environmental document, which details proposed improvements to the roadway corridor and related interchanges. Work on the implementation of improvements to the SH 360 corridor is a carry-over project and will continue into FY2011.

Loop 9 – NCTCOG staff worked to complete the environmental document for the Loop 9 corridor between IH 20 in the east and US 287 in the west. As part of this effort, staff employed an origin-destination analysis to document a review of potential impacts to EJ populations. Work on the completion of the Loop 9 environmental document and implementation of this roadway corridor is a carry-over project and will continue into FY2011.

SM Wright Parkway/IH45/US 175 – NCTCOG staff worked with TxDOT and the City of Dallas in the ongoing analysis of proposed improvements to the SM Wright Parkway corridor, including related projects on IH 45 and the new connection on US 175 to IH 45 and the proposed Trinity Parkway. Staff participated in a value engineering workshop for the SM Wright Parkway hosted by TxDOT. NCTCOG also coordinated with TxDOT staff in the development of travel model data, maps, and analysis based on numerous potential scenarios involving combinations of four or six total traffic lanes on SM Wright Parkway, build compared to no-build conditions on IH 45 in the study corridor, and optional interchange configurations at US 175 and IH 45. Work on the SM Wright Parkway/IH 45/US 175 corridor study and implementation of improvements to these roadway corridors is a carry-over project and will continue into FY2011.

Regional Toll Analysis – NCTCOG staff worked to refine the system-level EJ toll analysis which is now required to be included in all major roadway corridor environmental documents. Staff developed a new Regional Toll Analysis (RTA) document based on Mobility 2030 – 2009 Amendment data. This document compares build and no-build scenarios and analyzes the existing and proposed regional toll system to determine potential impacts to EJ populations due to a system of priced facilities including managed lanes and toll roads. NCTCOG coordinated with TxDOT staff at the district and statewide divisions, as well as with Federal Highway Administration officials, in a continual and collaborative effort to update and improve the RTA.

This is an annual element, and work will continue into FY2011.

**North Texas Tollway Authority Feasibility Studies**

NCTCOG will continue to assist the North Texas Tollway Authority (NTTA) by providing travel demand modeling data for feasibility studies, environmental documents, air quality impact analysis, and traffic and revenue forecasts. NTTA funds have been provided through an inter-local agreement between the two agencies to support this element. 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 and operational capacity improvements or reconstruction of existing toll roads. Technical data to provide to NTTA will consist of roadway network information including projected traffic volumes and levels of service. Quantifiable Mobile Source Air Toxics and Environmental Justice data will also be determined for corridor study documents being developed by NTTA. 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 121 Southwest Parkway/Chisholm Trail Parkway – IH 30 to US 67
SH 161 – SH 183 to IH 20
Trinity Parkway – IH 35E to US 175
Regional Outer Loop
SH 170 Alliance Gateway – SH 199 to SH 114
SH 360 – Green Oaks Boulevard to US 287
SH 190 East Branch – IH 30 to IH 20

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 merely 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.

Work Performed and Status – NCTCOG staff provided support to environmental studies and implementation efforts being led by NTTA, in coordination with TxDOT, for corridors including Trinity Parkway, SH 170, SH 360 South Toll Road, and Southwest Parkway/Chisholm Trail Parkway, as detailed below. Technical support for development and implementation of NTTA projects is an annual element and will continue into FY2011.

SH 360 South Toll Road (Camp Wisdom Road to US 287) – NCTCOG participated in monthly coordination meetings for the SH 360 South Toll Road corridor held in Mansfield. For the environmental document, staff provided information related to consistency with Mobility 2030 – 2009 Amendment, notably the requirement to analyze the potential inclusion of rail transit or high-speed rail in this corridor. Staff also developed Mobile Source Air Toxics (MSAT) data for year 2030 and the interim year of 2019, and completed an origin-destination analysis to document potential Environmental Justice (EJ) impacts due to the construction of the proposed toll lanes. NCTCOG staff also worked to develop numerous staging and phasing options for SH 360 which could economically speed the construction of select improvements to the corridor. This includes the potential to stage the number of lanes, building fewer initially and widening as the need occurs; phasing the construction from the north to the south as demand warrants; and delaying the construction of bridges crossing the new tollway. Work on completion of the SH 360 South Toll Road environmental document and the implementation of improvements to this roadway corridor is a carry-over project and will continue into FY2011.

SH 170 – NCTCOG participated in the corridor study on SH 170, which extends from IH 35W on the west to SH 114 on the east, in far northern Tarrant County and far southern Denton County. NCTCOG participated in a corridor stakeholder meeting held in Roanoke, and also used the travel model to develop MSAT and EJ data necessary for completion of the environmental document. MSAT data was developed for the year 2030 and the interim year of 2019, and an origin-destination analysis was completed to
document potential EJ impacts due to the construction of the proposed toll lanes. Work on completion of the SH 170 environmental document and the implementation of improvements to this roadway corridor is a carry-over project and will continue into FY2011.

Southwest Parkway/Chisholm Trail Parkway – NCTCOG partnered with NTTA and TxDOT staff to develop and analyze potential staging and phasing options on the entire Southwest Parkway/Chisholm Trail Parkway corridor. The goal was to identify the strategic improvements to the corridor which should be prioritized as well as those which could be deferred in order to make the toll road economically viable. Phasing options including the deferral of direct-connect ramps at the interchange with IH 20 were analyzed using travel model data. Similarly, staging options including reducing six lane sections to four lanes in the interim years were modeled to determine impacts to level of service and other performance measures. NCTCOG support for the implementation of the Southwest Parkway/Chisholm Trail Parkway corridor is a carry-over project and will continue into FY2011.

5.02 Transportation Subarea Studies and Comprehensive/Thoroughfare Planning Technical Support (Planning)

Transportation Subarea Studies provide the opportunity for a more detailed evaluation of multimodal transportation needs within a specific geographic area or along a corridor. Unlike Corridor/NEPA study support in Work Program Element 5.01, 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 Work Program element 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. NCTCOG’s emphasis will be on providing travel forecasts and technical support for these efforts. Due to the large number of 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. NCTCOG staff will also focus on creating and maintaining a comprehensive set of thoroughfare planning guidelines to aid in the standardization of the planning process. This would include updating previous documents and coordinating planning efforts among various program areas within the department.

The Thoroughfare Planning portion of the UPWP is designed to assist local governments with the development of thoroughfare plans that ultimately become part of the NCTCOG Regional Thoroughfare Plan. Specific projects in this work element have been categorized by county and 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. NCTCOG assistance in thoroughfare planning will be limited to providing travel forecasts to determine facility sizing and lane warrants. Consultant assistance may be utilized to support these studies, and local governments will be responsible for consultant assistance funding.

In addition, this Work Program element 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. TxDOT technical assistance requests, such as on- or off-system arterial corridor analysis projects that help determine pavement design and turning lane storage, are similarly
included in this element. Approximately 300 requests are completed each year. 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 a city to complete a study or project. The policies set forth to guide the activity in this Work Program element are contained in Exhibit I-5.

This Work Program element also provides traffic forecasting and technical support for projects conducted by other program areas within the department.

Collin County – No specific requests for assistance have been received.

Dallas County

IH 20 Corridor Transportation Study – Staff activities will be limited to travel forecast support and technical assistance. The goal of this study is to evaluate transportation elements of the IH 20 freeway corridor in Dallas with the focus being on the maximization of economic development.

Work Performed and Status – Work on this task is pending collaboration between the City of Dallas and NCTCOG on work schedule. This project will carry over to FY2011.

Near East Side Transportation Study – Staff activities will be limited to travel forecast support and technical assistance. The goal of this study is to complete a transportation analyses for the near east side of Dallas to include access requirements and alternatives at Baylor Hospital, Fair Park, Haskell Avenue, and the Central Business District/Fair Park Link.

Work Performed and Status – Work on this task is pending collaboration between the City of Dallas and NCTCOG on work schedule. This project will carry over to FY2011.

City of Dallas Frontage Road Development Plan – Staff activities will be limited to travel forecast support and technical assistance. The goal of this study is to evaluate the frontage road system in the city of Dallas.

Work Performed and Status – Work on this task is pending collaboration between the City of Dallas and NCTCOG on work schedule. This project will carry over to FY2011.

City of Irving AVIAL Project – Staff activities will be limited to technical assistance in the coordination, modeling, and facility sizing of possible improvements to the area bounded by Royal Lane, SH 114, SH 121, and IH 635. This area has limited accessibility to the freeway system and is dominated by trucking operations with an airport nexus. Efforts will be coordinated with Regional Freight Planning in Work Program Task 5.08.

Work Performed and Status – Work on this task is pending collaboration between the City of Irving and NCTCOG on work schedule. This project will carry over to FY2011.

Irving Boulevard Frontage Road Removal Study – Staff activities will be limited to travel forecast support and technical assistance. This project will be combined with other planning efforts in Irving on the Grauwyler Road Reroute and Mainlane Reduction Study. The goal of this project is to review traffic counts and travel patterns to determine if the frontage roads along both sides
of Irving Boulevard west of the highway overpass over the Trinity Railway Express line can be eliminated without adversely impacting area travel/access needs.

**Work Performed and Status** – Work on this task is pending collaboration between the City of Irving and NCTCOG on work schedule. This project will carry over to FY2011.

**Irving Boulevard Mainlane Reduction Study** – Staff activities will be limited to travel forecast support and technical assistance. This project will be combined with other planning efforts in Irving on the Grauwyler Road Reroute and the Frontage Road Removal Study. The goal of this project is to review traffic counts and travel patterns to determine the feasibility of removing one main lane in each direction along Irving Boulevard from Lee Street eastward to the intersection of Loop 12.

**Work Performed and Status** – Work on this task is pending collaboration between the City of Irving and NCTCOG on work schedule. This project will carry over to FY2011.

**Grauwyler Road Reroute Study** – Staff activities will be limited to travel forecast support and technical assistance. This project will be combined with other planning efforts in Irving on the Irving Boulevard Frontage Road Removal and Mainlane Reduction studies. The goal of this project is to review proposed rerouting of Grauwyler Road from a traffic and cost perspective.

**Work Performed and Status** – Work on this task is pending collaboration between the City of Irving and NCTCOG on work schedule. This project will carry over to FY2011.

**Grand Prairie Thoroughfare Plan Update** – Staff activities will be limited to travel forecast support and technical assistance. The goal of this project is to revise and update the City of Grand Prairie’s Master Transportation Plan and Thoroughfare Plan map. The last update was in October 2005.

**Work Performed and Status** – Staff coordinated with Grand Prairie officials in FY2010 regarding this project. Work included a coordination meeting, network clean-up, extensive baseline and alternative coding, multiple model runs, and final delivery and city review in April 2010. The project was completed, and a technical memo was submitted to the City. This project will not carry over to FY2011.

**Dallas County Major Capital Improvement Program** – Staff activities will be limited to travel forecast support and technical assistance and will continue efforts in providing traffic forecasts that model the impact of both building and not building proposed projects in the Major Capital Improvement Program (MCIP).

**Work Performed and Status** – Staff coordinated with Dallas County officials in FY2010 regarding this project. Staff presented at a series of MCIP workshops in May and June 2010, at which time the decision was made to postpone the 2010 cycle of this biennial project until a later date. This project will carry over to FY2011.

**Dallas County Thoroughfare Plan Update** – Staff activities will be limited to continued travel forecast support and technical assistance to update the thoroughfare plan including identifying data, travel demand modeling, and meeting with Dallas County representatives for the development of the thoroughfare plan.
Work Performed and Status – Staff coordinated with Dallas County officials in FY2010 regarding this project. Plan related information was presented at a series of MCIP workshops in May and June 2010, and staff coordinated with county officials as they continued their planning efforts. This project will carry over to FY2011.

Lake Shore Drive Planning and Feasibility Study – Staff activities will be limited to travel forecast support and technical assistance. This study will conduct a comparison and analyses of the Lake Shore Drive concept with the proposed Rowlett, Sachse, Murphy, and Wylie Thoroughfare Plan.

Work Performed and Status – Work on this task is pending collaboration between the City of Rowlett and NCTCOG on work schedule. This project will carry over to FY2011.

Denton County

City of Corinth Comprehensive Plan/Thoroughfare Plan Update – Staff activities will be limited to travel forecast support and technical assistance. Staff will provide support to the City of Corinth in updating the City’s Thoroughfare Plan.

Work Performed and Status – Work on this task is pending collaboration between the City of Corinth and NCTCOG on work schedule. This project will carry over to FY2011.

Ellis County

FM 664 Bypass – City of Ferris – Staff activities will be limited to travel forecast support and technical assistance. This project will be conducted concurrently with the FM 664 Corridor Study, and identify possible realignment of FM 664 within the city of Ferris.

Work Performed and Status – Work on this task is pending collaboration between Ellis County and NCTCOG on work schedule. Ellis County is still in the process of reviewing work previously done in FY2009, and a refined work schedule is expected soon. This project is running concurrently with the FM 664 Corridor Study, and will carry over to FY2011.

FM 664 Corridor Study – Staff activities will be limited to travel forecast support and technical assistance. This project will be conducted concurrently with the FM 664 Bypass project, and will recommend roadway widths, identify potential constraints in widening including environmental issues, historic sites, and existing developments.

Work Performed and Status – Work on this task is pending collaboration between Ellis County and NCTCOG on work schedule. Ellis County is still in the process of reviewing work previously done in FY2009, with a refined work schedule expected soon. This project is running concurrently with the FM 664 Bypass – City of Ferris Study, and will carry over to FY2011.

Grove Creek Road/Marshall Road (FM 664 to FM 813) Alignment Study – Staff activities will be limited to travel forecast support and technical assistance to help identify potential alignments for future extensions of Grove Creek Road and Marshall Road.
Work Performed and Status – Work on this task is pending collaboration between Ellis County and NCTCOG on work schedule. This project will carry over to FY2011.

Spur 394 (IH 35E to US 287) Alignment Study – Staff activities will be limited to travel forecast support and technical assistance to help identify potential alignments for future Spur 394 from IH 35E to US 287, including freeway interchanges.

Work Performed and Status – Work on this task is pending collaboration between Ellis County and NCTCOG on work schedule. This project will carry over to FY2011.

Hood County

US 377 Bypass Around City of Cresson – Staff activities will be limited to travel forecast support and technical assistance in helping TxDOT determine the best route for the bypass around and over the railroad in the city of Cresson.

Work Performed and Status – NCTCOG Staff continued to work with the Texas Department of Transportation on the long-term and short-term options to relieve congestion in the City of Cresson at US 377 and SH 170. Staff has coordinated meetings with TxDOT, City of Cresson and the Fort Worth & Western Railroad to discuss these options and to begin to identify the best option to move forward. NCTCOG has been leading the effort to identify short-term options to provide the City of Cresson with improvements to reduce the existing congestion at the intersection. As part of the short-term options, staff is looking into the relocation of the rail yard further away from the intersection of US 377 and SH 171, as well as expansion of this intersection to accommodate the number of vehicles traveling through it on a daily basis. This project will carry over to FY2011.

Hunt County

City of Greenville Master Thoroughfare Plan – This project will be coordinated with other planning efforts to support the development of the Hunt County Transportation Plan. This study will conduct a citywide plan that incorporates land-use planning, traffic count and accident data, demographic projections, steering committee assistance, and public involvement.

Work Performed and Status – This project was absorbed into the Hunt County Master Thoroughfare Plan. This project will carry over to FY2011.

SH 34 Corridor Study – This project will be coordinated with other planning efforts to support the development of the Hunt County Transportation Plan. The goal of this project is to conduct a corridor redevelopment study to include analysis of existing facilities, development of corridor redevelopment strategies, and analysis and development of strategies to protect and enhance the corridor.

Work Performed and Status – Staff met with staff from the Cities of Greenville and Commerce, in addition to staff from Texas A&M University – Commerce and various other interested parties to get preliminary data and feedback on existing and planned bicycle and pedestrian facilities and conditions along the corridor. Staff began a technical analysis of existing bicycle and pedestrian facilities, reviewed pertinent data, and began preparing recommendations for on- and off-street bicycle facilities, pedestrian
facilities, and landscaping and amenities. Corridor redevelopment strategies were drafted and work continued on mapping and data collection efforts. Presentations, maps, and meeting materials for the bi-monthly Hunt County Transportation Committee meetings were prepared. Staff analyzed the land uses in the corridor, which included an inventory of the current and future land uses within the corridor and corresponding maps to illustrate the spatial relationship between land uses. Staff also documented the opportunities and constraints to land use the development within the corridor and began drafting recommendations on how to capitalize on the opportunities and overcome the constraints. This project will carry over to FY2011.

**Hunt County Master Thoroughfare Plan** – This project will be coordinated with other planning efforts to support the development of the Hunt County Transportation Plan. This study will conduct a countywide plan that incorporates land-use planning, traffic count and accident data, surface and rail elements, demographic projections, steering committee assistance, and public involvement.

**Work Performed and Status** – Project efforts began in October 2009 with evaluating available planning data, including traffic counts and demographics. At a project meeting in December 2009, a data collection initiative was started to collect data to help support a countywide needs assessment. As more data was obtained, further technical analysis was conducted and work was coordinated with the Hunt County Transportation Committee. Project status updates were presented to the Hunt County Transportation Committee at meetings in February, April, and August 2010. A countywide needs assessment is currently in progress, which includes extensive roadway modeling and the development of thoroughfare plan concepts and final recommendations. This project will carry over to FY2011.

**Hunt County Transportation Plan** – This project will combine various Hunt County planning efforts into a single comprehensive transportation study. The individual projects associated with this larger study include the Public Transit Feasibility Study, the Trail and Bike Master Plan, the City of Greenville Master Thoroughfare Plan, the Rail Transportation Study, the SH 34 Corridor Study, and the Hunt County Master Thoroughfare Plan.

**Work Performed and Status** – Staff coordinated with elected officials and city and county staff from within Hunt County in FY2010 in regards to this project. The Hunt County Transportation Plan (HCTP) is a comprehensive plan that incorporates six additional UPWP projects. A 25-member Transportation Committee has been appointed by city and county officials, and staff has been in close communication with this entity. Phases of the HCTP have included the study formation from November 2009-February 2010, issue identification from March 2010-May 2010, and technical analysis from June 2010-September 2010. In addition to the work performed on each individual project, a comprehensive data collection endeavor was initiated, priorities were identified, and an extensive amount of community outreach was undertaken. Staff coordinated and presented at a meeting of policy officials in December 2009, a Hunt County Transportation Committee kick-off meeting in February 2010, an elected officials briefing in April 2010, a public listening session in April 2010, a meeting of the Hunt County Alliance of Economic Development in April 2010, the Northeast Texas Rural Rail Transportation District (NETEX) board of directors meeting in May 2010, and additional Committee meetings in August 2010 and November 2010. Numerous conference calls with mayors, the president of Texas A&M University at Commerce, and elected county officials were coordinated by staff. This project will carry over to FY2011.
Johnson County – No specific requests for assistance have been received.

Kaufman County

Kaufman County Multimodal Transportation Study – It is anticipated that this project will be completed prior to the start of FY2010. However, staff will continue to provide travel forecast support and technical assistance in the development of the study for the County should the need remain.

Work Performed and Status – Staff coordinated with Kaufman County officials in FY2010 regarding this project. Staff completed the editing and review process on the final project report, met with county officials in December 2009 to provide a project status update, and delivered 10 copies of the report to county officials in April 2010. This project has been completed and will not carry over to FY2011.

Parker County

Parker County Multimodal Transportation Study – It is anticipated that this project will be completed prior to the start of FY2010. However, staff will continue to provide travel forecast support and technical assistance in the development of the study for the County should the need remain.

Work Performed and Status – Staff coordinated with Parker County officials in FY2010 regarding this project. Staff completed the editing and review process on the final project report and delivered 10 copies of the report to county officials in February 2010. The project has been completed and will not carry over to FY2011.

Rockwall County – No specific requests for assistance have been received.

Tarrant County

Colleyville Comprehensive Plan/Thoroughfare Plan – Staff activities will be limited to travel forecast support and technical assistance in updating the City’s Thoroughfare Plan.

Work Performed and Status – Work on this task is pending collaboration between the City of Colleyville and NCTCOG on work schedule. Colleyville is still in the process of reviewing work previously done in FY2009, with a refined work schedule expected soon. This project will carry over to FY2011.

Fort Worth Complete Streets Master Thoroughfare Plan Development – Staff activities will be limited to technical assistance, guidance, and policy discussions as part of the new Regional Thoroughfare Plan. The City of Fort Worth envisions this new version of the MTP will serve as a model for the region’s efforts regarding sustainable transportation and public investment.

Work Performed and Status – Work on this task is pending collaboration between the City of Fort Worth and NCTCOG on work schedule. This project will carry over to FY2011.

Fort Worth Subarea Transportation Study – Staff activities will be limited to technical assistance and guidance. This subarea study will provide for a coordinated, multimodal transportation
system that will include land-use initiatives, public transit, roads, bicycles and pedestrian facilities, air quality initiatives, a capital improvement/financial plan and a strategic implementation plan.

Work Performed and Status – Work on this task is pending collaboration between the City of Fort Worth and NCTCOG on work schedule. This project will carry over to FY2011.

Wise County – No specific requests for assistance have been received.

Multiple Counties

DFW International Airport East-West Connector – Staff activities will be limited to travel forecast support and technical assistance. The Airport's preliminary engineering study will advance previous work with development of new four-to-six lane divided arterial alignments connecting SH 360 to SH 161. Staff efforts will be coordinated with Work Program task 5.12, Aviation Planning.

Work Performed and Status – Staff coordinated with DFW Airport officials in FY2010 regarding this project. Staff provided network and model data to the project consultants, attended a coordination meeting in October 2009, and preferred alignments are currently being reviewed by airport officials. This project will carry over to FY2011.

Rowlett, Sachse, Murphy, and Wylie Thoroughfare Plan – Staff activities will be limited to travel forecast support and technical assistance and will be conducted concurrent with the Regional Outer Loop/Rail Bypass study in Work Program task 5.15. The purpose of this study is to create a four-city thoroughfare plan that would incorporate the needs of the Cities of Rowlett, Sachse, Murphy, and Wylie located in Collin, Dallas, and Rockwall Counties. This study would lay the groundwork for a regional comprehensive plan.

Work Performed and Status – Final maps and a technical memorandum were delivered in August 2009. This project is complete and will not carry over to FY2011.

Technical Assistance – Some notable technical assistance requests include:

City of Kennedale Traffic Analysis – In FY2009, staff began evaluating traffic impacts related to a potential commuter rail station in the City of Kennedale. Internal meetings were held to assess the traffic implications and discuss potential recommendations. In November 2009, staff provided model results and roadway improvement recommendations to the City of Kennedale.

Southlake Town Square Drive Time Study – Staff met with consultants in FY2009 to discuss a travel time study for the Southlake Town Square. Travel time data was developed, including roadway and demographic data. The travel time contours, maps, and data for numerous model years were provided to the consultants in October 2009.

City of McKinney Comprehensive Plan – Staff met with the City of McKinney in October 2009 to discuss alternative modeling scenarios for their comprehensive transportation plan. Modifications were completed based on recommendations from the City of McKinney. Roadway network and model results were provided to the City of McKinney in October 2009.
DART Grade Separation Warrant Analysis – As part of an environmental assessment for DART, staff met with a consultant in November 2009 regarding their traffic analysis near the Dallas Fort Worth International Airport. Traffic count, roadway network, and model data were released to the consultant in November 2009.

FM 1187 Couplet Study – In January 2010, staff began performing traffic impact analysis of turning movements related to the proposed realignment of FM 1187 in the City of Aledo. Roadway and traffic alternatives were discussed as part of this study. Study results were presented to the Parker County Judge in March 2010.

FM 546 Replacement Project – Coordination with consultants and the City of McKinney involved multiple roadway network coding modifications as part of the proposed realignment of FM 546 in the City of McKinney. Project evaluation started in February 2010 and network, traffic, and demographic data were released to the consultants in May 2010.

City of Haslet Traffic Feasibility Study – Staff assisted the City of Haslet in determining the future impacts of a realignment and connection of Westport Parkway and Avondale-Haslet Road. The initial project meeting was held in June 2010. Study results were delivered and presented at a meeting of elected officials, city staff, and consultants in August 2010.

Center Street Bridge at IH 20 Analysis – Assistance with this analysis began at a meeting with the City of Arlington in July 2010. At this meeting, travel forecasting alternatives, including the Center Street Bridge over IH 20, was discussed. Based on recommendations from the City of Arlington, roadway network coding changes were completed and model results were provided to the City of Arlington in July 2010.

Regional Thoroughfare Plan – In conjunction with the development of the Metropolitan Transportation Plan, NCTCOG staff will review the Regional Thoroughfare Plan in an effort to update and revise it. This planning effort will require meetings with local governments within the Dallas-Fort Worth region and close coordination with the Texas Department of Transportation. The Regional Thoroughfare Plan will include recommendations from local government thoroughfare planning efforts and will attempt to work out any boundary disputes so that a high degree of consistency and continuity exists between the local government planning efforts and the broader regional planning efforts. This analysis will also include travel forecasting of the thoroughfare system to identify deficiencies and to look for opportunities to provide more regional access and mobility, as well as research new guidelines and procedures to ensure that the Regional Thoroughfare Plan remains fluid and dynamic.

As a major component of the Regional Thoroughfare Plan, staff will need to evaluate and use the travel model forecasting tool to help identify deficiencies and opportunities to provide greater access and additional improvements to the thoroughfare system. As part of the Regional Thoroughfare Planning effort, assistance will be offered and provided to counties within the region to help coordinate this regional planning need and to provide travel demand model support for their plans.

This Work Program element also provides traffic forecasting and technical support for projects conducted by other program areas within the department.

**Work Performed and Status** – The Regional Thoroughfare Plan is updated in conjunction with existing city and county thoroughfare planning projects, as well with the ongoing updating and tracking efforts for the Federal Functional Classification System and Regionally Significant Arterials. This includes modeling, mapping, and documenting
local, city, and county thoroughfare projects. Staff coordinated efforts internally to discuss and draft a scope and timeline of an official update to the RTP. A different approach was taken whereby work was focused on countywide thoroughfare assessments in each county to ultimately build and update the RTP. This project will carry over to FY2011.

Federal Functional Classification System – NCTCOG staff will continue to work in cooperation with TxDOT Districts to monitor new roadway projects and amend, as needed, the Federal Functional Classification System for the Dallas-Fort Worth Metropolitan Area. This effort is being undertaken to accurately maintain the functional class designations of all existing and planned roadways.

Work Performed and Status – Staff worked on an as-needed basis to assist TxDOT Districts in amending the Federal Functional Classification System for the Dallas-Fort Worth Metropolitan Area. In FY2011 staff will be working more proactively to identify and correct discrepancies in functional class designations, as well as begin preparations for the next official update. This update will be coordinated in conjunction with the release of Census 2010 data, and the modification of urbanized area boundaries. This project will carry over to FY2011.

Regionally Significant Arterials – NCTCOG staff will continue to work in cooperation with the Federal Highway Administration, TxDOT Districts, and all local governments to maintain, monitor, and amend, as needed, the Regionally Significant Arterial system for the Dallas-Fort Worth Metropolitan Area. This effort is being undertaken to accurately maintain the regional designation of existing and planned roadways that meet the officially approved criteria.

Work Performed and Status – Staff initiated an effort to redefine the region’s network of Regionally Significant Arterials (RSA), expanding the system into the counties added to the MPA in 2009, providing a more consistent definition of what constitutes an RSA, and developing a more flexible identification system. Staff performed research into the federal requirements for air quality conformity and coordinated with other MPOs, as well as State and federal highway officials. The completion of the redefinition and expansion is scheduled for early 2011, in conjunction with the new long-range mobility plan. Meanwhile, staff members continued to use and maintain the current system of RSAs. This project will carry over to FY2011.

5.03 Land-Use/Transportation Initiatives (Planning)

A major planning initiative at the federal, State and local levels is consideration for the relationship between transportation and land use. Identified in Mobility 2020 as a policy initiative for the Regional Transportation Council, and expanded as part of the subsequent Mobility Plan Updates, funding in this element will be provided to support NCTCOG staff activities related to the evaluation and implementation of sustainable development strategies. Efforts in this element will be conducted in conjunction with local governments to better coordinate transportation investments and land use. The work is divided into several subtasks, including Bicycle Planning, Pedestrian Planning, Statewide Transportation Enhancement Program, Sustainable Development Initiatives, Land-Use Transportation Outreach/Center of Development Excellence, and Transit Oriented Development.

Bicycle Planning – This element includes regional and subarea plans to improve and monitor bicycle mobility and safety as well as studies in particular districts or corridors focused on the
planning and design of bicycle facilities. Bicycle planning activities to support regional planning efforts will continue as part of the element, and planning activities will center on implementation of the Bicycle element of the Mobility Plan. Support will be given to the NCTCOG Bicycle and Pedestrian Advisory Committee and the continued implementation of the Bicycle and Pedestrian Public Education and Information Program. NCTCOG staff will also increase efforts to participate in providing larger regional bike planning assistance to multiple local governments. NCTCOG staff will provide support to local governments in the development of bicycle routing plans and updates within their jurisdictions. Staff will also provide technical assistance including policy guidance, data, mapping, technical guidance, and GIS support to assist with these efforts, while local government staff will retain overall project leadership and development activities. Staff will maintain the Regional Veloweb and other maps that are included in the Mobility 2030 Plan-2009 Amendment. Cities and counties identified for technical assistance in this area during FY2010 and FY2011 include: Dallas, Fort Worth, Grand Prairie, Greenville, Irving, McKinney, Richland Hills, Rowlett, Waxahachie, and Ellis County, Hunt County, and Rockwall County. NCTCOG staff will facilitate a Request for Proposals for a consultant to conduct the New Era for Bicycle/Pedestrian Planning: Pilot Study Update of the 1985 Dallas Bike Plan. The City of Dallas developed and adopted one of the first comprehensive bicycle transportation plans in Texas in 1985. This plan has served as a model for other area plans. A comprehensive update of the 1985 Plan will be conducted with consideration given to both recreational purposes and sustainable development/air quality goals. STP-MM funds and City of Dallas funds will be utilized in this pilot study update. Results of this effort will be used to guide NCTCOG staff in evaluating a comprehensive regionwide approach for planning and implementing additional bicycle and pedestrian facilities across the region. Additional sources of funding to support this initiative will be pursued. NCTCOG staff may provide technical assistance related to this project.

This project will also include the detailed evaluation of safety conditions and recommended improvements associated with Transit Oriented Developments and other bicycle and pedestrian districts in the Dallas-Fort Worth area. This will include safety education outreach to bicyclists, pedestrians, local governments, the community, and local employers. This item includes data collection such as bicycle and pedestrian traffic counts on sidewalks, at transit stations, along multi-use trails, and at other bicycle and pedestrian facilities throughout the region. Surface Transportation Program–Metropolitan Mobility funds will help support these activities. Consultant assistance may be requested.

Work Performed and Status – Staff worked on re-writing the Bicycle and Pedestrian Chapter of Mobility 2035: The Metropolitan Transportation Plan for North Central Texas. Regional data and the Regional Veloweb map were also updated and incorporated into Mobility 2035. Staff coordinated with various representatives from Hunt County to create the Hunt County Transportation Plan which includes a Master Hike and Bike Plan for the City of Greenville, multimodal transportation options along the SH 34 Corridor, and a trail analysis for the County. Staff coordinated with Rockwall County to develop a scope of work for a consultant to create a countywide bicycle plan.

Staff continued to coordinate and support the Bicycle and Pedestrian Advisory Committee (BPAC). Quarterly meetings were held with various presenters from local governments and public agencies. Regional success stories, technical guidance, and bicycle and pedestrian initiatives were discussed in detail at the BPAC meetings.

Staff coordinated with the City of Dallas to update the 1985 Dallas Bike Plan, including the procurement and selection of Toole Design Group to conduct the study. Numerous
committee and public meetings were held to provide an opportunity for comments and feedback. Technical analysis of the bicycle network and regional design guidelines are in the midst of development.

Staff met monthly with area transit agencies and with city and county planning project groups to look at ways of incorporating bicycle and pedestrian connections to transit and to larger regional connections.

Staff coordinated regional transportation efforts and provided technical assistance to local governments in the Energy Efficiency and Conservation Block Grant (EECBG) Program and the Safe Routes to School (SRTS) Program Call for Projects. Staff hosted regional workshops for both Program Calls for Projects.

Staff worked with the NCTCOG air quality team to calculate the air quality benefits resulting from trail and on-street bicycle facility construction projects. In addition, Staff provided air quality calculations for 2011-2014 TIP Development. Staff provided numerous resources and presentations to various local governments on the development of on-street bicycle facilities, the implementation of the Regional Veloweb, and general bicycle safety and education. Staff also attended numerous regional events and provided bicycle safety and education resources. Staff promoted regional cooperation of bicycle planning efforts by creating outreach materials, attending public outreach events, advertising the May “Bike to Work Week”, responding to regional information requests concerning bicycle facilities, maintaining updates to the Bicycle and Pedestrian Transportation Web site, and assisting local agencies in the planning of bicycle elements.

This project is an annual element, and work will continue in FY2011.

**Pedestrian Planning** – This element includes regional and subarea plans to improve and monitor pedestrian mobility and safety as well as studies in particular districts or corridors focused on the planning and design of a particular set of pedestrian facilities. The cities of Corinth, Dallas, Fort Worth, Grand Prairie, Greenville, Irving, McKinney, Richland Hills, Rowlett, and Waxahachie and the counties of Ellis, Hunt, and Rockwall have been identified for assistance during Fiscal Years 2010 and 2011. NCTCOG staff will provide technical assistance including policy guidance, data, mapping, technical guidance, and GIS support in these efforts. Local government staff will retain overall project leadership and development activities.

**Work Performed and Status** – Staff worked with the NCTCOG air quality team to calculate the air quality benefits resulting from sidewalk construction projects. Staff provided assistance to local governments in the planning and implementation of pedestrian projects, and responded to regional information requests concerning pedestrian facilities. Staff provided numerous resources and presentations to various local governments on general pedestrian safety and education. Staff also attended numerous regional events and provided pedestrian safety and education resources. Staff promoted regional cooperation of pedestrian planning efforts by creating outreach materials, attending public outreach events (training on the MUTCD), responding to regional information requests concerning pedestrian facilities, and assisting local agencies in the planning of pedestrian elements.
This project is an annual element, and work will continue in FY2011.

**Statewide Transportation Enhancement Program** - This element includes staff coordination with TxDOT on the Statewide Transportation Enhancement Program. Tasks include hosting regional workshops, assisting local governments with applications, and ranking of submitted projects.

**Worked Performed and Status** – Staff coordinated with TxDOT and provided technical assistance to local governments in the 2009-2010 Statewide Transportation Enhancement Program (STEP) Call for Projects. In addition, staff hosted a regional workshop at which TxDOT staff presented on the STEP Call for Projects. Staff also ranked submitted projects in the Dallas, Fort Worth, and Paris TxDOT Districts and provided these rankings to the Regional Transportation Council (RTC) for approval. Upon RTC approval, the rankings were provided to TxDOT.

This project is an annual element, and work will continue in FY2011.

**Sustainable Development Initiatives** – This item includes regional, subarea, corridor, and district-level planning along with technical assistance focused on the interface between transportation and land use with the goals being to reduce average vehicle miles traveled and improve access management. Included in this task will be continued work on the development and implementation of tools and sustainable planning principles to assist planners in identifying opportunities for land use and transportation interface projects, quantifying the potential benefits of “sustainable development” initiatives, and the integration of these principles into ongoing regional planning efforts including thoroughfare plans, corridor studies, and improved air quality initiatives. Technical assistance will also be provided to local governments implementing sustainable development programs. This task includes support for the Center of Development Excellence. This item also includes a Right-of-Way Preservation Program where NCTCOG staff will work with local governments to: (1) identify long-term land needs related to Transit Oriented Development (TOD), infill development, and major transportation infrastructure, and (2) develop strategies to promote land preservation in identified areas. Also in April 2006, the Regional Transportation Council allocated Regional Transportation Council Local funds for Sustainable Development planning projects. Exhibit VI-1 includes those projects funded through this allocation. In June 2010, the Regional Transportation Council again allocated Regional Transportation Council Local funds for Sustainable Development planning projects. Exhibit VI-2 includes those projects funded through this allocation. Staff will oversee the planning projects, consultant procurements, and plan development. Specific requests have been received for technical assistance and guidance for Hunt County and the Cities of Denton and Greenville. Assistance to Hunt County will be coordinated with other planning efforts to support the development of a Hunt County Transportation Plan. In addition, staff provides technical assistance to Vision North Texas.

**EXHIBIT VI-1**

**SUSTAINABLE DEVELOPMENT PLANNING PROJECTS USING REGIONAL TRANSPORTATION COUNCIL LOCAL FUNDS**

(April 2006)

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Lead Project Sponsor</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Dallas Signature Project</td>
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<tr>
<td>Signature Point</td>
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<td></td>
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<tr>
<td>Burleson Transit Oriented Development</td>
<td>City of Burleson</td>
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</table>
EXHIBIT VI-2

SUSTAINABLE DEVELOPMENT PLANNING PROJECTS
USING REGIONAL TRANSPORTATION COUNCIL LOCAL FUNDS
ALLOCATED IN JUNE 2010

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Lead Project Sponsor</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>TCU/Berry Station Area TOD Plan</td>
<td>City of Fort Worth</td>
<td>Pending Initiation</td>
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<tr>
<td>State Highway 5 Corridor Planning Study</td>
<td>City of McKinney</td>
<td>Pending Initiation</td>
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<tr>
<td>Forest-Jupiter Transit-Oriented Redevelopment Plan</td>
<td>City of Garland</td>
<td>Pending Initiation</td>
</tr>
<tr>
<td>City Center TOD Concept Plan</td>
<td>City of Cedar Hill</td>
<td>Pending Initiation</td>
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<tr>
<td>Cleburne…This is Texas: Planning a Sustainable Future for Downtown</td>
<td>City of Cleburne</td>
<td>Pending Initiation</td>
</tr>
<tr>
<td>Division Street Corridor Master Plan and Redevelopment Strategy</td>
<td>City of Arlington</td>
<td>Pending Initiation</td>
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<tr>
<td>Santa Fe Trail Corridor Study</td>
<td>City of Dallas</td>
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<tr>
<td>LBJ/Skillman Urban Planning Initiative</td>
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</tr>
<tr>
<td>Building Blocks Sustainable Development District</td>
<td>City of Dallas</td>
<td>Pending Initiation</td>
</tr>
</tbody>
</table>

**Work Performed and Status** – Staff provided technical assistance for the implementation of sustainable development projects and continued to promote and support sustainable development initiatives throughout the region. Staff continued to update and maintain the sustainable development Web site. Staff continued coordination for the South Dallas County planning project. Staff evaluated planning projects submitted for the 2009-2010 Sustainable Development Call for Projects. NCTCOG staff provided support and technical assistance in the implementation of sustainable development projects that were funded during the 2005-2006 Sustainable Development Call for Projects (CFP). Staff underwent the procurement process for planning studies funded through the CFP for the City of Burleson for the Burleson TOD project. Staff completed the Ellis County project and the majority of work for the Garland Road and University North Texas Campus area plans.

This project is an annual element, and work will continue in FY2011.

**Land-Use Transportation Outreach/Center of Development Excellence** – NCTCOG’s Center of Development Excellence is funded under this item utilizing Regional Transportation Council Local funds. The Center of Development Excellence, guided by a steering committee, brings
city, county, school district, and private-sector representatives together to address "development excellence;" seeks local and multi-jurisdictional case studies of development excellence and makes them widely available (including via the Internet); presents annual awards recognizing development excellence; facilitates regional tools such as the standard specifications and model construction codes; and provides support on local comprehensive planning, infrastructure, and urban/rural planning issues.

**Work Performed and Status** – Technical assistance was provided to area governments and interested parties to support planning efforts. Staff provided education and outreach efforts to both the public and private sectors on the benefits of sustainable development. Efforts were continued on the quantification of the potential land use, transportation, and air quality benefits of sustainable development projects in the region. Staff conducted a countywide land use and demographic analysis for the Hunt County Thoroughfare Plan and State Highway 34 Corridor Analysis.

Monthly management meetings with the NCTCOG Environment and Development Department were held to discuss efforts to complete agreed upon workscope items which included support to the Center of Development Excellence. Staff continued to educate the public and private sectors through presentations and information distribution on the advantages of sustainable development in the region and the 12 principles of development excellence. Staff created the Implementing Development Excellence search engine and collected Form Based Codes, Comprehensive Plans, Best Practices, and other sustainable planning documents for inclusion.

This project is an annual element, and work will continue in FY2011.

**Transit Oriented Development** – The Transit Oriented Development (TOD) Implementation Group was created through the 2005-2006 Sustainable Development Call for Projects and is funded by Regional Transportation Council (RTC) Local funds. Funding allocated to the TOD Implementation Group is intended to support a regional effort to analyze, market, and implement TOD. Under this project, NCTCOG staff will coordinate with public-sector sponsors to evaluate each project’s specific needs with regard to the successful implementation of TOD. Work tasks will be related to offering regulatory, financial, and marketing assistance to local governments. Identified recipients of this technical assistance include the Cities of Allen, Burleson, Carrollton, Cedar Hill, Colleyville, Dallas, Denton, Duncanville, Farmers Branch, Fort Worth, Garland, Grand Prairie, Haltom City, Joshua, Lancaster, Lewisville, McKinney, Melissa, North Richland Hills, Richardson, Rowlett, Southlake, and White Settlement, the Town of Fairview, and Dallas Area Rapid Transit. Staff may also coordinate with the University of Texas at Arlington through the University Partnership Program on creating a TOD guidebook. Also funded under this item is work on parking ratios and criteria related to Transit Oriented Developments and village centers, analysis of roadway capacity in different development scenarios, and an analysis of options for density and design/form based zoning.

**Work Performed and Status** – Staff completed a variety of TOD Implementation Group tasks and worked on the following projects: City of Dallas – Lancaster Corridor, City of Grand Prairie TOD analysis, City of North Richland Hills, City of Rowlett pedestrian access to transit, and City of Haslet education information. A School Siting workshop was held. The Cities of Rowlett and Haslet presentations focused on design/form-based zoning. Staff began to collect data around DART transit stations and TOD related projects which were funded through the Sustainable Development Calls for Projects in
2001, 2005, and 2009. Additionally, the NCTCOG TOD Web site was updated to provide up-to-date project information.

This project is an annual element, and work will continue in FY2011.

5.04 Sustainable Development Implementation (Implementation)

The Regional Transportation Council (RTC) selected a series of infrastructure construction projects during two Calls for Projects in 2005-2006. Projects were selected during the Sustainable Development Call for Projects and the Local Air Quality Call for Projects. Efforts in this element will be conducted in conjunction with local governments to better coordinate transportation investments and land use. NCTCOG staff will provide project oversight and coordination for these efforts under Task 1.03, Administration of Implementation Initiatives. In addition, in March 2010, the RTC also approved a new initiative to partner with other Metropolitan Planning Organizations across the country in a national “silo busting” demonstration program.

HUD/EPA/FHWA Livability and Sustainability Initiative: NCTCOG staff will oversee consultant efforts for the MPO Coalition/Federal Agency integration program which will bring together up to 11 partner agencies across the county. This program will develop strategies to break down federal, state, regional, and local silos and create a large regional mega project. Regional Transportation Council Local funds will be utilized for this initiative. In addition, NCTCOG staff will pursue funding under the Housing and Urban Development program for the Sustainable Communities Planning Grant program which will work with local agencies and municipalities in data collection and planning for interjurisdictional projects combining transportation, housing, health, environment, education, and other regional initiatives.

Work Performed and Status – NCTCOG’s Transportation Department staff created a scope of work for the MPO Coalition project and contracted with Gateway Planning Group to implement a planning project to develop an implementation program and institutional structure to break down federal, State, regional, and local silos and implement large regional projects that promote livability. Department staff submitted two applications to the US Department of Housing and Urban Development (HUD) Communities Challenge Grant and received funding for Sustainable Military Land Use Planning project. In coordination with NCTCOG’s Environment and Development Department (E&D), staff submitted an application to the HUD Regional Communities Grant Program, but was unsuccessful in receiving funding. One application each were submitted for the Infrastructure and Planning Grants under Transportation Investment Generating Economic Recovery (TIGER) II and FHWA, but was unsuccessful in receiving funding for those applications.

Staff will reevaluate the feasibility of performing some of the tasks proposed in the unfunded grant applications in FY2011. Staff will continue to pursue additional funding as more Livability grant opportunities may become available through the HUD-DOT-EPA’s Interagency Partnership or other sources in the upcoming fiscal year.

Sustainable Development Call for Projects: Infrastructure – This project was originally funded by STP-MM funds and was established in October 2001, along with the Regional Transportation Council’s selection of Land-Use/Transportation Joint Venture projects. Additional Regional Transportation Council (RTC) Local funds were programmed to fund this project through the
2005-2006 Sustainable Development Call for Projects. Regional Toll Revenue (RTR) funds were allocated to the program with the 2009 Sustainable Development Call for Projects. A key focus of this item is assisting with the planning, design, and implementation of projects selected under the Sustainable Development Call for Projects, as well as project tracking and providing technical assistance to local governments seeking to implement similar projects.

**SUSTAINABLE DEVELOPMENT PLANNING PROJECTS USING REGIONAL TOLL REVENUE FUNDS ALLOCATED IN JUNE 2010**

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<tr>
<th>Project Name</th>
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<tr>
<td>Atmos Lofts Mixed Use Development</td>
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<td>Routh Street Underpass - Gateway to the Arts District, Connecting Uptown and Downtown</td>
<td>City of Dallas</td>
<td>Pending Initiation</td>
</tr>
<tr>
<td>Historic Flour Mill Catalyst TOD Project</td>
<td>City of McKinney</td>
<td>Pending Initiation</td>
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<tr>
<td>Edison/Hi Line Stemmons/Rail Transit Underpass Connection</td>
<td>City of Dallas</td>
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<tr>
<td>Lake Highlands TOD Multimodal Connectivity Project</td>
<td>City of Dallas and Dallas County</td>
<td>Pending Initiation</td>
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<tr>
<td>Project Paseo</td>
<td>City of Dallas</td>
<td>Pending Initiation</td>
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<tr>
<td>Continental Mixed Use Development</td>
<td>City of Dallas</td>
<td>Pending Initiation</td>
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<tr>
<td>La Reunion Town Center - The Orleans &amp; The Courtyards</td>
<td>City of Dallas</td>
<td>Pending Initiation</td>
</tr>
<tr>
<td>Station Area Sidewalks</td>
<td>City of Farmers Branch</td>
<td>Pending Initiation</td>
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<tr>
<td>Zang Triangle</td>
<td>City of Dallas</td>
<td>Pending Initiation</td>
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<td>Thomasson Square</td>
<td>City of Mesquite</td>
<td>Pending Initiation</td>
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<tr>
<td>The Butler Mixed Use Development</td>
<td>City of Dallas</td>
<td>Pending Initiation</td>
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<tr>
<td>Flower Mound Downtown</td>
<td>Town of Flower Mound</td>
<td>Pending Initiation</td>
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<tr>
<td>Old Town Transit Oriented Development</td>
<td>City of Lewisville</td>
<td>Pending Initiation</td>
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<tr>
<td>N. Main Street- Phase I</td>
<td>City of Duncanville</td>
<td>Pending Initiation</td>
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<tr>
<td>Vitruvian Park Trail Infrastructure Project</td>
<td>Town of Addison</td>
<td>Pending Initiation</td>
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<tr>
<td>TOD Catalyst Infrastructure Project</td>
<td>City of Carrollton</td>
<td>Pending Initiation</td>
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</table>
SUSTAINABLE DEVELOPMENT PLANNING PROJECTS USING CMAQ OR STM-MM FUNDS ALLOCATED IN JUNE 2010

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Lead Project Sponsor</th>
<th>Status</th>
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<tbody>
<tr>
<td>South Main Urban Village</td>
<td>City of Fort Worth</td>
<td>Pending Initiation</td>
</tr>
<tr>
<td>Polytechnic/TWU Streetscape Enhancements</td>
<td>City of Fort Worth</td>
<td>Pending Initiation</td>
</tr>
<tr>
<td>Connecting Kennedale: Revitalizing the City Center</td>
<td>City of Kennedale</td>
<td>Pending Initiation</td>
</tr>
<tr>
<td>Snider Street Extension Project</td>
<td>City of North Richland Hills</td>
<td>Pending Initiation</td>
</tr>
<tr>
<td>Summer Creek Station TOD</td>
<td>City of Fort Worth</td>
<td>Pending Initiation</td>
</tr>
<tr>
<td>Hudgins Street Corridor Roadway &amp; Pedestrian Improvements</td>
<td>City of Grapevine</td>
<td>Pending Initiation</td>
</tr>
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<td>Joshua Station TOD Infrastructure Project</td>
<td>City of Joshua</td>
<td>Pending Initiation</td>
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<tr>
<td>Hurst Bellaire</td>
<td>City of Hurst</td>
<td>Pending Initiation</td>
</tr>
<tr>
<td>Pleasant Run Pathway Connection</td>
<td>City of Colleyville</td>
<td>Pending Initiation</td>
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</tbody>
</table>

**Work Performed and Status** – Staff continued to manage projects funded through the 2001 Land-Use/Transportation Joint Venture program and 2005-2006 Sustainable Development call for projects, including invoice and milestone report review, site visits, and closeout reports. Staff also developed evaluation criteria for projects submitted to the 2009-2010 Sustainable Development Call for Projects, including a mixed use and air quality benefit analysis. Staff also developed management procedures and documentation for funded projects.

This project is an annual element, and work will continue in FY2011.

**Local Air Quality (LAQ) Call for Projects: Bicycle/Pedestrian Infrastructure** – Regional Transportation Council (RTC) Local funds were programmed to fund these projects through the 2005-2006 Local Air Quality Call for Projects. The focus of this item is assisting with the planning, design, and implementation of pedestrian and bicycle projects selected under the Call for Projects, as well as providing technical assistance to local governments seeking to implement similar projects.

**Work Performed and Status** – Staff continued to oversee and monitor the bicycle and pedestrian infrastructure projects funded in the 2005-2006 Local Air Quality Call for Projects. All projects have received a Notice to Proceed, and the TRE – Richland Hills Sidewalk Station Connections project was completed. Staff continued coordination with local government sponsors and the review of progress reports and invoices, as well providing technical assistance.

This project is an annual element, and work will continue in FY2011.

**Sustainable Development Call for Projects: Landbanking** – Regional Transportation Council Local funds were programmed to fund this project through the 2005-2006 Sustainable Development
Development Call for Projects. A key focus of this item is to assist local governments with assembling parcels for sustainable redevelopment and future use.

**Work Performed and Status** – Staff developed management and reporting procedures for landbanking projects and facilitated procedures to acquire property through the Irving Heritage District and Central Arlington Mixed Use Projects. Tasks included reviewing property appraisals, willing seller letters, and property title information. Staff also created and reviewed repayment schedules and created maps of the project areas.

This project is an annual element, and work will continue in FY2011.

5.05 EPA Revolving Loan Fund Program (Implementation)

NCTCOG, in partnership with various regional transit authorities, manages an Environmental Protection Agency Brownfields Program Revolving Loan Fund (RLF) grant. The RLF grant provides funding for the capitalization of a revolving loan fund to provide loans on favorable terms or subgrants to carry out cleanup activities at brownfield sites. NCTCOG will use the funding to enable strategic and sustainable development opportunities on brownfield sites throughout the region. NCTCOG staff manages and oversees the program. Individual projects will be selected through a Call for Projects. This project will utilize funding from the Environmental Protection Agency and local contributions from local partners.

**Work Performed and Status** – Staff facilitated a Call for Projects (CFP) to local governments within the MPA to provide for no-interest loans or subgrants for site remediation. Four sites were approved to receive hazardous funding. Petroleum funding projects were not received and funding is still available. The brownfield Web site was maintained. Outreach was conducted for one-on-one coordination with potential borrowers/subgrantees.

This project is an annual element, and work will continue in FY2011.

5.06 Congestion Management Process (Planning)

As required by the provisions of the management system regulation 23 CFR Parts 450 and 500, the Congestion Management Process (CMP) shall be part of the metropolitan transportation planning process required under provisions of 23 USC, 134 and 49 USC, 5303. CMP provides for the effective management of new and existing transportation facilities through development and implementation of travel demand and transportation system management strategies, and by providing information to decision makers on system performance and effectiveness of implemented strategies.

The maintenance of the CMP document for the Dallas-Fort Worth Metropolitan Area is a major component of this Work Program element. The CMP seeks a “management” solution to a growing traffic problem by targeting resources to operational management and travel demand reduction strategies. Although major capital investments are needed to meet the growing travel demand, the CMP also develops lower-cost strategies that complement major capital recommendations. The result is a more efficient and effective transportation system, increased mobility, and a leveraging of resources.
The CMP is fully integrated into the region’s transportation planning and programming process. With the identification and mitigation of current and future traffic congestion as the foundation of planning and programming decision making, strategies for congestion mitigation are developed on the system level (in the Metropolitan Transportation Plan), on the corridor level (in corridor studies and NEPA documents), and on the project level (in the Transportation Improvement Program).

Development of Regional and Corridor-Level TDM Strategies – This annual task provides for the planning, development, and monitoring of regional travel demand management (TDM) strategies, including but not limited to employee trip reduction, carpool/vanpool, park-and-ride, and transportation management associations. Revisions in demographic forecasts and innovations in communication technologies will influence new strategies. This annual Work Program 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. Additional TDM strategies will also be evaluated for their application. Anticipated work will involve an inventory of all corridor/NEPA study TDM commitments, detailing the type of strategy, implementation responsibilities and schedules, and expected cost. At the project implementation level, TDM projects are monitored so they can be added to the regional TIP at the appropriate time with respect to the single-occupancy vehicle facility implementation.

Work Performed and Status – Work continued on regional and corridor-specific TDM strategies. NCTCOG staff continued to coordinate and chair the Congestion Management Process/Travel Demand Management (TDM) Task Force. This group meets on an as-needed basis to highlight the progress of congestion management and TDM programs in the Dallas-Fort Worth region. Regional TDM goals and strategies outlined in the Metropolitan Transportation Plan were monitored. Development efforts continued on a model Congestion Management Process Ordinance which will build upon the existing TDM Resolution. Staff held quarterly Regional Transit Coordination meetings with Dallas Area Rapid Transit (DART), Fort Worth Transportation Authority (FWTA), and Denton County Transportation Authority (DCTA). Staff also worked with the Clean Air Coalition to promote TDM strategies.

This project is an annual element, and work will continue in FY2011.

Development of Regional and Corridor-Level TSM Strategies – Transportation systems management (TSM) strategies, including intersection and signalization improvements, grade separation, freeway bottleneck removal and Intelligent Transportation System (ITS) strategies will be developed to reduce travel time and enhance system accessibility. This annual Work Program element also supports the development of regional TSM strategies in the Metropolitan Transportation Plan. Regional transportation system management strategies identified in the CMP will be applied on a regional level, and additional operational improvements will then be evaluated for their application on the corridor and subarea levels. Additional TSM strategies will also be evaluated for their application. Anticipated work will involve an inventory of all corridor/NEPA study TSM commitments, detailing the type of strategy, implementation responsibilities and schedules, and expected cost. At the project implementation level, TSM projects are monitored so they can be added to the regional TIP at the appropriate time with respect to the single-occupancy vehicle facility implementation.
Work Performed and Status – NCTCOG staff continued to develop and implement regional TSM and ITS goals and strategies outlined in the Metropolitan Transportation Plan. Staff also assisted with tracking TSM and ITS strategies selected as part of the Local Air Quality Program.

This project is an annual element, and work will continue in FY2011.

Collection of Traffic Data on Limited-Access Highways in Dallas-Fort Worth Metropolitan Area Via Remote Sensing – In Fall 1999, Spring 2003, and Fall 2007, a series of aerial photo surveys were conducted of highway traffic conditions in the planning region of the Dallas-Fort Worth Metropolitan Area. The purpose was the measurement of system performance and identification of bottlenecks on the limited-access highway transportation system. A photographic inventory of traffic conditions was made on the backbone of the transportation system; approximately 915 miles of highway were surveyed during the peak morning and evening periods of commuter travel. One of the products of this survey program is a database of traffic conditions on each link of highway system, representing average conditions as of Fall 1999, Spring 2003 and Fall 2007. These data sets comprise the baseline for future comparisons, so that long-term trends can be monitored and the effects of changes in the system can be evaluated.

Alternative collection methods may be utilized for the data collection effort scheduled for Fall 2011; however, the collection effort will result in a comparison against the baseline system performance documented in Fall 1999, Spring 2003 and Fall 2007. The collected and analyzed traffic data in the DFW region will enhance the North Central Texas Council of Governments information system for monitoring transportation system infrastructure and performance as part of the CMP. Funding support for this project will be pursued.

Work Performed and Status – During FY2010 no work was completed on this work element. Work on this element is anticipated to begin in FY2011. Alternative collection methods may be utilized for the data collection effort scheduled for Fall 2011.

Intelligent Transportation Systems – The Dallas-Fort Worth region is making tremendous progress toward planning and implementation of Intelligent Transportation Systems (ITS) technology. Several agencies in the Dallas-Fort Worth region are involved in the planning, programming, and implementation of ITS programs and projects. Early Deployment Intelligent Transportation System Plans have been completed in Dallas and Tarrant Counties.

Also, the regional ITS partners are working to implement the strategies identified as part of these plans. This Work Program element provides for the coordination of planning efforts in ITS planning, maintenance and update of the regional ITS architecture and deployment plan, coordination of regional ITS initiatives related to the Regional Communication System and Center-to-Center Software, identification and documentation of standards for interagency communication, and coordination of shared infrastructure, as well as data and video. Surface Transportation Program—Metropolitan Mobility funding will be used to support these activities.

Work Performed and Status – NCTCOG staff continued its coordination of ITS activities in the Dallas-Fort Worth region, tracking the deployment and implementation of ITS projects. Staff continued to review and approve all project-level statements of ITS architecture consistency. Staff worked with TxDOT to develop a communication system to which agencies are connected and which still require connection. In addition, staff monitored and initiated existing and new agreements needed for the regional
communication system. Also staff drafted a scope of work and initiated a work order to begin the development of center-to-center plug-ins for local agencies. Staff also updated the ITS section of the Metropolitan Transportation Plan as well as monitored and implemented regional ITS goals and strategies outlined in the Metropolitan Transportation Plan.

This project is an annual element, and work will continue in FY2011.

Special Event Planning and Traffic Operations – This project will provide funding to support planning efforts for special events of regional significance. The North Central Texas Council of Governments continues a dialogue among 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. Staff also provides technical transportation data and modeling needed to support these planning efforts as well as to facilitate the coordination of various transportation providers and planning agencies.

Work Performed and Status – Staff updated special event programs, policies and projects in the Metropolitan Transportation Plan. Staff coordinated activities including the development of an inventory for regionally significant special events in the region, monitoring special events calendar, working with regional partner to develop strategies and plans for special events. Staff held monthly Super Bowl meetings with regional stakeholders involved in special event planning to coordinate transportation-related activities. Coordinated with regional stakeholders for the Super Bowl event including the sharing of resources, exchanging information, organizing an event calendar, enhanced transit services, listing of points of contacts, developing Web site materials and maps, as well as, organizing other transportation-related services and activities.

This project is an annual element, and work will continue in FY2011.

5.07 Congestion Management Operations (Implementation)

The Regional Transportation Council (RTC) has selected the following congestion management strategies through a series of funding initiatives. The strategies listed below are congestion management projects that the North Central Texas Council of Governments is responsible for implementing and/or administering. Efforts in this element will be conducted in conjunction with local governments to better coordinate transportation operations and investments.

Thoroughfare Assessment Program – This is a Surface Transportation Program-Metropolitan Mobility (STP-MM) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded project that was initiated in FY2002. The Thoroughfare Assessment Program targets the arterial transportation system in the Dallas-Fort Worth region.

NCTCOG staff has worked with public-sector partners to select thoroughfares for this program. The following three options were pursued: (1) the work may be completed by selected consultant firm(s), (2) the work may be completed by a local government agency’s labor force, or (3) the work may be completed by a combination of selected consultant firm(s) and a local government agency’s labor force. NCTCOG hired two consultants for the program to implement a regionwide thoroughfare assessment. The regionwide thoroughfare assessment includes a baseline analysis, recommendation and implementation of low-cost operational improvements,
and a subsequent analysis (improved conditions). This project is expected to be completed by January 2010 and the Regional Traffic Signal Retiming Project will begin.

**Work Performed and Status** – Work continued on the Thoroughfare Assessment Program (TAP) Phase 2.0, Phase 3.1 and Phase 3.2 to implement signal retiming and low-cost operational improvements along selected corridors in the Dallas-Fort Worth region. Staff held meetings with local agencies and TxDOT to implement the low-cost improvements in a timely manner. TAP Phase 2.0 and 3.2 have been completed. The percentage completed of TAP 3.1 has been reduced because additional corridors were added to this phase of the project. The delay in this project has been associated with the timely implementation of low-cost improvements prior to implementing signal retiming. Staff has continued to coordinate and communicate with local agencies, TxDOT and the consultant to keep the corridor implementation moving forward. A schedule for implementation for the remaining corridors has been identified. NCTCOG staff continued to quantify the air quality benefits achieved as a result of implementing the new signal timing in all three phases and continued to integrate the data collected as part of this program into a GIS database.

NCTCOG staff will continue to oversee consultant work, quantify air quality benefits, integrate data collected, and coordinate with local agencies. It is expected to be completed by December 2010.

This project is an annual element, and work will continue in FY2011.

**Regional Traffic Signal Retiming Project** – This is a CMAQ-funded project that will be initiated in FY2010. The Regional Traffic Signal Retiming Project targets the improvement of the arterial transportation system in the Dallas-Fort Worth region. NCTCOG will hire a consultant to implement the Regional Traffic Signal Retiming Project. Staff will work with public-sector partners to select corridors that will be included in this project. The corridors will be selected based on several factors, including but not limited to high volumes, regional distribution, and previously funded and unfunded projects. The Regional Traffic Signal Retiming Project will include a baseline analysis, recommendation and implementation of low-cost capital improvements, implementation of signal retiming plans, and a subsequent improved analysis (improved conditions).

**Work Performed and Status** – NCTCOG staff issued a limited Notice to Proceed (NTP) on October 8, 2010, to two consultants to implement the Regional Traffic Signal Retiming Program in the Dallas-Fort Worth region. NCTCOG staff will oversee selected consultant(s) work, quantify air quality benefits, integrate data to be collected, and coordinate with local agencies.

This project is an annual element, and work will continue in FY2011.

**Traffic Signal Retiming** – Through Partnership Program 3, Regional Transportation Council Local funds were programmed for implementation of low cost operational improvements and signal retiming. NCTCOG staff is working with project sponsors to implement these projects throughout the region.

**Work Performed and Status** – Work continued on the Local Air Quality Program (LAQP) to implement signal retiming and low-cost operational improvements along
selected corridors in the Dallas-Fort Worth region. Four cities have completed their projects: City of Arlington, City of Haltom City, City of Hurst and City of Allen. Staff has continued to coordinate and communicate with local agencies to keep project implementation moving forward. A schedule for implementation for the remaining projects has been identified.

NCTCOG staff will continue to oversee various projects in the Cities of Dallas, Denton, Duncanville, Fort Worth, Grand Prairie, Grapevine, McKinney, Mesquite, Frisco and Plano until they are completed.

This project is an annual element, and work will continue in FY2011.

Vanpool Program (DART and DCTA) – This project, initiated in FY2001, provides a "shared ride" alternative to single-occupant vehicle travel to commuters traveling long distances or in areas with limited or no fixed-route service. Vanpool services are provided to commuters with an origin or destination within Collin, Dallas, Denton, Ellis, Kaufman and Rockwall Counties, including the emergency ride home feature. The project is anticipated to expand and include the Denton County Transportation Authority (DCTA) before the close of FY2011. The project utilizes Surface Transportation Program—Metropolitan Mobility funds. Continued growth and participation is anticipated for this program.

Work Performed and Status – Staff continued to provide project coordination and oversight of the Regional Vanpool Program, including the development of the annual work plan and interlocal agreement with DART. At the end of FY2010, 175 vanpools were in operation, resulting in over 33.0 million vehicle miles of travel (VMT) reduced. NCTCOG staff performed general contract management and invoice approval. Staff also maintained the regional database for existing vanpools in operation by regional transit agencies and provided vanpool participation information/rates, as needed. Staff also updated the vanpool origin and destination maps that were distributed to the transit agencies. DCTA launched its vanpool program in June 2010 serving the Denton County area. Although the DCTA Vanpool Program is currently being funding through the Job Access Reverse Commute Program, staff actively participated in the program development process.

This project is an annual element, and work will continue in FY2011.

Park and Ride - Through Partnership Program #3, Regional Transportation Council Local funds were programmed for development and expansion of selected park and ride projects. NCTCOG staff is working with project sponsors to implement these projects throughout the region.

Work Performed and Status – Staff provided project oversight for the Partnership Program #3 Park and Ride Program. Staff monitored the development of the facility by reviewing submitted status updates and performed a final site visit to the Parker Road Park and Ride Expansion project. Staff conducted a thorough walkthrough of the expanded lot which added 783 additional parking spaces. The inspection closed out and finalized the project. Staff continues to work with the City of Grand Prairie on its park and ride project.
Regional Trip Reduction Program – The Regional Trip Reduction Program (RTRP) is designed to reduce employee commute vehicle trips through implementation of rideshare programs, telecommuting and flexible work-hour programs, transit pass subsidies, bicycling and similar strategies. This year-round voluntary program is aimed at private and public employers in the region with 100 or more employees. The Regional Transportation Council (RTC) passed a resolution in February 1998 to support the development of travel demand management strategies in major investment and environmental studies (now referred to as corridor/NEPA studies). This resolution reinforced an existing policy that encourages large employers to participate in employer trip reduction solutions in appropriate corridors. North Central Texas Council of Governments staff is currently working on updating the resolution and researching ways to implement and enforce the resolution after the planning phase.

A new addition to the RTRP is the NCTCOG Try Parking It Web site. Through this Web site, commuters in the Dallas-Fort Worth region are able to log their work commutes. The Web site is utilized as a tool by NCTCOG and the transit agencies to calculate mobility and air quality benefits of employee trip reductions from using alternatives to single-occupant vehicle transportation and/or trip elimination strategies. This is a year-round effort to collect work commute data. A regional rideshare software application will be incorporated into the NCTCOG Try Parking It Web site in FY2010. Consultant assistance will be required.

Through the RTC and the North Texas Clean Air Coalition, NCTCOG will review current program practices to evaluate and modernize the existing RTRP for the North Central Texas Ozone Nonattainment Area. Additionally, NCTCOG will work with interested parties, including environmental groups, to educate public and private employers about existing pre-tax benefits for appropriate commuting alternatives. Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (FWTA) are currently operating effective pre-tax programs for local employers. The RTC may develop project selection incentives to ensure timely implementation of this program. Surface Transportation Program – Metropolitan Mobility funds will be utilized for this project.

**Work Performed and Status** – NCTCOG staff continued to provide project management and oversight to the Regional Trip Reduction (TR) Program, including invoice approval; the development of annual work plans and interlocal agreements with DART, DCTA, and FWTA; and the update of the interdepartmental agreement with the NCTCOG Research and Information Services Department. Staff also maintained a program performance database that tracks ETR program growth, as reported by the transit agencies and provided ETR participation information/rates, as needed. Staff continued to manage and promote the NCTCOG Try Parking It Web site. The Web site reached its three million miles saved milestone on July 13, 2010. Staff continued to provide Try Parking It training to employee transportation coordinators and internal staff as needed and presented at various North Texas Clean Air Coalition (NTCAC) Business Luncheons. Staff continued marketing efforts to promote and increase the registered users on the Web site and worked with the transit agencies and the NTCAC to increase their marketing emphasis on trip reduction strategies during the Ozone Season. Staff worked with DART, DCTA, FWTA and RIS on the development of requirements and features for a regional ridematching software application. The ridematching software launched on June 4, 2010, marking the first regional rideshare software for the Dallas-Fort Worth region. The rideshare component of the Web site combines ride-matching information from DART, DCTA, and The T into one regional database. The Web site also allows commuters to locate and establish carpool and vanpool matches and determine the status of seating availability in existing carpools and vanpools that are serviced by the regional transit agencies.
This project is an annual element, and work will continue in FY2011.

**ITS Data Archiving Project** – This project, initiated in FY2002, provides training, software development, communication links, and computer equipment to assist in the development of interagency communications, including support for real-time, multimodal transportation system monitoring and reporting. As part of this project, the North Central Texas Council of Governments has identified requirements, purchased hardware and software, and hired a consultant to develop a software interface to communicate with the Center-to-Center network. The final phase includes investigating the connection to the regional fiber network, continuing collection of data for analysis, software enhancements to data analysis and data quality tools, archiving data from other agencies as they plug in to the Center-to-Center network, and development of additional performance measures. The data archiving function will be used to validate the Dallas-Fort Worth Regional Travel Model, and the archived data will be available to other agencies and the public via the NCTCOG Internet Web site. The collected and analyzed data in the D-FW region will also enhance the NCTCOG information system for monitoring transportation system performance as part of the Congestion Management Process. This project utilizes Surface Transportation Program – Metropolitan Mobility funds.

**Work Performed and Status** – NCTCOG staff continued the data archiving project at the regional level. This is an initiative to archive traffic information by gathering data from multiple agencies using Center-to-Center (C2C) software and the regional ITS communication network. Data from the DalTrans (TxDOT Dallas) server is currently being received. Some of the data currently being archived includes network, traffic condition, incident, lane closure, dynamic message sign, and closed-circuit television camera status. NCTCOG staff continued to work with the TxDOT Dallas District on data issues and concerns, and is waiting for data to become available from the TxDOT Fort Worth District.

This project is ongoing, and work will continue in FY2011.

**Freeway Incident Management** – Traffic congestion is ranked as one of the highest concerns of travelers in the Dallas-Fort Worth area. This growth in traffic also means increases in the number of incidents on the major freeways and streets in the region. Incidents can range from a vehicle out of gas on the side of the road to a multi-vehicle crash blocking a highway. These incidents are responsible for delays to motorists, increases in secondary crashes, and increases in vehicle emissions and fuel consumption. One solution is a coordinated, regional incident management program focused on the quick clearance of incidents. To deploy such an incident management program requires everyone responsible for transportation to be trained in the goals and best practices of incident management. The training for agencies responsible for managing and clearing traffic incidents has been demonstrated to improve responder and motorists’ safety, and to significantly reduce the length and size of roadway closures. Multiple agency training and rapid clearing of traffic incidents can potentially save hundreds of thousands of motorist hours every year. The Dallas-Fort Worth area is 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. Instructors come from varied backgrounds – fire, police, emergency medical services, towing, transportation agencies and media. 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 our area. In FY2010 and 2011, Freeway Incident Management training courses will continue to be offered to emergency responders and other policy makers.
Congestion Mitigation and Air Quality Improvement Program and RTC Local funds will support this effort.

**Work Performed and Status** – During FY2010, the Freeway Incident Management (FIM) Program offered nine training sessions for First Responders and Managers with an attendance of 230 students. A total of 89 executive officials from regional agencies attended the two Executive Level Courses that were offered during FY2010. Staff offered two Photogrammetry System Training Workshops that complement the FIM training series. 20 students attended the Basic Level Training in FY2010 and 14 students attended the Advanced Level training track.

Staff continued to provide project oversight and coordination for the FIM program, including the update of the interdepartmental agreement with the NCTCOG Community Services Department to host the First Responder and Managers training course and managed records/contracts related to instructor compensation. Staff continued to support the RTC Resolution R03-01, Resolution Supporting a Comprehensive, Coordinated, Interagency Approach to Freeway Incident Management. Staff also updated the course materials for the FIM training courses. Staff began the preliminary groundwork and communications with instructors for hosting a Train-the-Trainer workshop in FY2011 (to be taught by current FIM instructors).

This project is an annual element, and work will continue in FY2011.

**Mobility Assistance Patrol Program Review** – The Mobility Assistance Patrol (MAP) Program provides assistance to motorists by helping them to move disabled vehicles from the main lanes of regional highway/freeway facilities and ultimately getting the vehicles operating or off the facility completely. The assistance is provided free of charge to the motorist and includes such services as assisting with flat tires, stalled vehicles, and minor accidents. The MAP is also an essential element to the region's Freeway Incident Management operations. The MAP coverage is focused on congested roadway systems. The program is currently being operated by the Dallas County and the Tarrant County Sheriff's Offices in Dallas and Tarrant Counties and portions of Collin and Denton Counties. The intended goal of this project is to conduct a complete assessment of the current program to ensure that the program is operating as efficiently as possible. Regional Transportation Council Local funds will be used in this task. Consultant assistance may be requested. NCTCOG staff will provide project oversight and coordination for this project under Task 1.03, Administration of Implementation Initiatives.

**Work Performed and Status** – Staff did not initiate the Mobility Assistance Patrol Program (MAPP) Review project during FY2010. However, staff continues to provide project oversight and coordination for the overall program that is currently operated by the Dallas County and Tarrant County Sheriff's Offices along with the North Texas Tollway Authority. Staff plans to initiate the project during FY2011.

This project is not an annual element, and will initiate in FY2011.

**5.08 Regional Freight Planning (Planning)**

This Work Program element addresses the impact of truck traffic, rail freight, and other freight movement issues in and through the region. Central to this task is the collection and analysis of data pertaining to freight mobility and safety. Staff will continue to gather performance...
measures useful in monitoring changes in the freight system over time. The development and improvement of truck traffic and commodity flow modeling will be investigated. Issues affecting freight transportation will be monitored and assessed, including the impacts of the North American Free Trade Agreement and other policies and economic actions. This Work Program element will also include continued coordination with private-sector partners in the trucking, rail, and freight forwarding businesses. The combination of strong data and a clear understanding of issues will assist in the prioritization of project, program, and policy recommendations that relate to freight transportation in the Mobility Plan, corridor studies, and other transportation planning activities. Included will be an assessment of accessibility to intermodal freight centers and staff assistance to the Regional Transportation Council’s Intermodal Freight and Safety Subcommittee. Surface Transportation Program – Metropolitan Mobility funds will also be utilized to support this project.

Regional Freight System Plan – Staff will begin work on a Regional Freight System Plan, a comprehensive effort that will focus on all aspects and modes of the movement of freight in North Central Texas. This System Plan will include modeling of freight activity, forecasting of future demand, and identification of routing issues (including truck-lane restrictions and hazardous materials issues). Key outcomes of the System Plan include the development of performance measures and recommendations for future programming initiatives and system preservation. This project includes technical assistance to various local governments; specific requests have been received from Greenville, Irving and Collin County.

Work Performed and Status – Work under this task included refining the regional database of major freight facilities and related bottlenecks, providing technical assistance to local governments on a variety of freight issues, and monitoring freight trends. Staff began to investigate regional commodity flow modeling and monitored the implementation of railroad quiet zones in the region. Staff also monitored the development of additional federal requirements for hazardous materials routes on rail lines in urban areas. Work related to the regional freight system plan also continued.

This project is an annual element, and work will continue in FY2011.

Truck-Lane Restriction Expansion Planning – Staff will review and refine planning for a regional system of truck-lane restrictions. This work will build on the planning done as part of the Truck Lane Pilot Study and the Metropolitan Transportation Plan. Staff will continue to advance the near-term truck-lane restrictions as identified in the Mobility Plan.

Work Performed and Status – In coordination with TxDOT, additional truck lane restrictions were implemented on IH 20, IH 30, IH 45, and IH 820 throughout the region. These additional restrictions were operational in August 2010. Staff completed a review of future regional truck lane restrictions for the upcoming Mobility Plan. This included the development of a staging and implementation plan for future restrictions.

Coordination and data reporting related to this project will continue in FY2011.

5.09 Railroad Crossing Coordination (Implementation)

This Work Program element includes the implementation of rail crossing projects throughout the region. Surface Transportation Program – Metropolitan Mobility funds will be utilized for this project.
Regional Railroad Crossing Banking Program – Staff will continue to develop and implement a regional banking program, tracking system, and database to collect credits for railroad crossing closure projects. Staff will coordinate with local governments and railroad partners to enhance regional partnerships.

**Work Performed and Status** – Work under this item included staff monitoring rail crossing closures throughout the region as well as requesting annual information from local governments and railroads within the region.

This project is an annual element, and work will continue in FY2011.

Railroad Safety Education Program – Staff will conduct a public outreach program to increase awareness and education about public safety at railroad crossings in the region. This project will include an analysis of rail safety data to identify target areas for educational materials and efforts. Consultant assistance may be requested.

**Work Performed and Status** – Due to lack of staff availability, no additional work was performed on this project during FY2010.

This project is an annual element, and work will continue in FY2011.

Grade Crossing Implementation – Staff will continue to provide technical assistance to local governments in addressing various issues regarding safety, signals, and barriers related to the implementation of at-grade railroad crossing projects. The methodology used in the Regional Railroad Crossing Reliability Partnership Program will be utilized to identify needed improvements.

**Work Performed and Status** – Work under this item included staff monitoring the status of rail crossing improvements throughout the region for projects selected in the 2003 and 2004 Call for Projects.

Work will continue on this project in FY2011.

5.10 Transportation System Security and Emergency Preparedness (Planning)

This project will provide funding to support ongoing local, State, and federal initiatives to address transportation system security and emergency preparedness planning. The North Central Texas Council of Governments 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.

**Work Performed and Status** – Staff continued to support national, State and local initiatives directed towards improving and maintaining the security of the region’s transportation system. Staff assisted in the development of interdepartmental emergency preparedness work scopes and agreements, and participated in workshops and
meetings on security and emergency preparedness issues. Staff continues to provide technical transportation data needed to support transportation security and emergency preparedness planning efforts.

This project is an annual element, and work will continue in FY2011.

5.11 Transportation Safety Planning (Planning)

This Work Program element supports planning efforts to develop safety policies, programs, and projects and the development of the Dallas-Fort Worth Regional Safety Information System (RSIS). The RSIS will be a GIS-based crash information system that will help to provide a central location for regional traffic crash data and identify regional high-crash sites. Regional crash data from the RSIS will also be available to our partner agencies and the general public. Staff may partner with the Houston-Galveston Area Council (H-GAC) on the development of the RSIS. Regional Transportation Council local funds are anticipated to be used as a source of needed local match, with H-GAC providing the federal share for this project. Staff will coordinate with the Texas Department of Transportation, Department of Public Safety, insurance companies, local governments, and other partners to develop strategies for data collection, analysis, and archiving. These partners will also assist in developing policies, programs and projects to improve safety related to the transportation system. Consultant assistance may be requested to complete various parts of this subtask.

Work Performed and Status – NCTCOG staff continued to support the development of safety projects, programs, and policies. Staff continued to collect safety data including: crash data from TxDOT's Crash Records Information System (CRIS) which will be utilized in the development of the Dallas-Fort Worth Regional Safety Information System, fatality data from the National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS), and hazardous material spill data from the National Response Center. Various data requests from internal as well as external personnel were completed. NCTCOG staff performed data analysis on crash, fatality, and HazMat data and continued the development of a regional crash rate. Communications continued with the Houston-Galveston Area Council (H-GAC) on the joint development of a regional safety information system. Staff finalized activities with the Work Zone Safety Working Group, which is a group of transportation professionals from the North Central Texas region assembled to research and investigate the use and effectiveness of different work zone safety improvements that could be implemented to reduce the number of worker fatalities and injuries occurring in work zones. The end result of this effort was a Work Zone Safety Improvements Strategy Table. Strategies highlighted in the table include: increased police enforcement, moveable barriers/alternative barriers, more informative signage, technology in work zones, protective trailers, portable stoplights vs. flaggers, speed limit modifications, worker visibility, public education, LED lights on signs, and no cell phones in work zones. The table also includes information on strategy effectiveness, constraints, estimated costs, and the effectiveness of possible contributing factors. Staff also initiated and continues to coordinate and chair the Regional Safety Working Group. The Working Group was assembled to assist in the development of regional safety policies, programs, procedures, projects, and activities that will help improve traffic safety throughout the region. Staff continued the development of various safety databases that include information on hazardous materials-related traffic incidents and red-light running cameras. This included the production of hazardous material maps and regional red-light camera maps. Staff coordinated and hosted the following events and/or groups: Mobility Assistance Patrol
coordination meetings, Work Zone Safety Working Group meetings, Regional Safety Working Group meetings, and various ITE web seminars and briefings. Staff developed performance measures for the Mobility Assistance Patrol program; as well as produced an updated regional route map. Staff continued to support the safety efforts and activities of other organizations in the region.

This project is an annual element, and work will continue in FY2011.

5.12 Regional Aviation Planning (Planning)

This Work Program element includes planning for the regional aviation system and the surface transportation system that links aviation facilities to the region.

Regional General Aviation and Heliport System Plan – This project will advance and document the planning for and development of the North Central Texas regional aviation system, and provide input to the National Plan of Integrated Airport Systems, the Texas Airport System Plan, and other North Central Texas Council of Governments documents (such as the Metropolitan Transportation Plan). The overall system plan is expected to have a horizon year of 2040. This project includes the development of an aviation data management system and a forecasting model for general aviation and heliport activity. This project includes consultant assistance and is funded by the Federal Aviation Administration (FAA). Regional Transportation Council Local funds will also be used to support staff participation in aviation planning activities such as conferences, professional organizations, and professional development.

Work Performed and Status – NCTCOG staff delivered projects associated with Year Four of the Regional General Aviation and Heliport System Plan. This included staff support for the Air Transportation Technical Advisory Committee and the completion of the following documents: “Regional Airspace Report; “Airport Ground Access Report”; “Aviation and Heliport Use Survey Report”; “Special Events Report”; “Sub Region Analysis Report”; “Potential Vertical Flight Locations Report”; “Vertical Flight Community Value Report”; and “Inventory Summary Report.” In addition, work to refine a draft forecasting model was conducted as well as improvements to the Online Regional Aviation Data Management System. Public outreach was conducted, which included the fourth annual Aviation Summit, specialty workshops on forecasting, and the publishing of two newsletters.

Surface Access to Aviation – This Work Program element supports data collection and planning efforts to assess the impact of aviation activity on surface access 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 aviation facilities. This project also includes technical assistance to DFW Airport on an Airport Development Plan update, land-use planning, and planning for east-west connections on airport property. This project also includes support for the Air Transportation Technical Advisory Committee, and coordination with FAA, TxDOT’s Aviation Division, and local aviation boards and managers.

Work Performed and Status – In FY2010, NCTCOG aviation staff created a Surface Access to Aviation scope of work consisting of six tasks with respective subtasks for the various components of surface access infrastructure as it relates to the regional aviation system. Work conducted included research and analysis of various forms of roadway data including current conditions, location of airport surface access signage, travel time contours to airports and anticipated surface access needs identified in airport master
plans (AMP) from regional airports. Staff also provided Dallas/Fort Worth International Airport and the NAS Fort Worth, JRB with technical surface access planning assistance.

Work on this project will continue in FY2011.

5.13 Aviation Outreach and Implementation (Implementation)

This Work Program element includes the implementation of programs recently identified as necessary to the viability of the region’s aviation system.

**Naval Air Station Joint Reserve Base Land Use and Community Outreach Implementation** – This project includes land-use and community outreach support to local governments surrounding the Naval Air Station Joint Reserve Base (NAS JRB) in western Fort Worth. Participating local governments include (but are not limited to): Tarrant County and the cities of Benbrook, Fort Worth, Lake Worth, River Oaks, Westworth Village, and White Settlement. The goal of this cooperative initiative is to promote compatible community growth that supports military training and operational missions through changes to local zoning codes and building regulations. The inter-jurisdictional partnership is based on the identification of actions that can be taken jointly by the community and installation to promote compatible development and address current and future encroachment as identified through the recently completed Joint Land Use Study. This project includes support for the NAS JRB Regional Coordination Committee and is funded by the Department of Defense’s Office of Economic Adjustment, and local funds.

**Work Performed and Status** – Staff supported the Regional Coordination Committee through multiple efforts including developing and distributing a public outreach document to 11,000 residents surrounding the military installation; conducting presentations at statewide and regional events; facilitating bimonthly Regional Coordination Committee meetings; developing an online peer review Web site to review planning and zoning changes from participating cities; and producing an application for a Department of Housing and Urban Development Community Challenge Grant. Additionally, staff began technical and planning work on a Multi-Modal Transportation Study to assess surface access, transportation options, operations and management strategies, safety, and long-term transportation options and needs for the area surrounding the Naval Air Station Fort Worth, Joint Reserve Base.

Work on this project will continue in FY2011.

**North Texas Aviation Education Initiative: Development and Implementation** – This project has been developed based on a widely recognized need for additional aviation workforce regionally and nationally. The goal of this study is to coordinate with regional industry and academic partners to develop and implement a complete and thorough aviation academic program in the region. This project includes consultant assistance and is funded through a combination RTC Local funds and other sources of local funding.

**Work Performed and Status** – Work conducted in FY2010 consisted of finalization of consultant deliverables per the approved scope of work and sharing of final study findings. Completion of the study was formally announced in the first quarter of the fiscal year; however outreach and implementation work was continued throughout the entire year. Various stakeholder meetings, presentations, and coordination efforts took place.
along with the development of an aviation education Speakers Bureau. Staff developed an Executive Summary Report as well as an interactive CD that contained all deliverables for easy distribution.

Work on this project will continue in FY2011.

5.14 Support to Texas Metropolitan Planning Organizations (Planning)

Pending Fall 2009 Texas Metropolitan Planning Organizations (TEMPO) Executive Committee elections, NCTCOG staff will continue to provide administrative support to the Texas Metropolitan Planning Organization. The Texas Department of Transportation will provide NCTCOG with additional Transportation Planning Funds to cover administrative expenses associated with this support. TxDOT will also provide funds that will be paid to the Association of Metropolitan Planning Organizations as the annual dues for all 25 Texas Metropolitan Planning Organizations.

**Work Performed and Status** – Administrative support was provided throughout the year to the Texas Association of Metropolitan Organizations (TEMPO). Efforts included facilitating regular communication among TEMPO members and partners, the development of TEMPO meeting agendas and facilitating TEMPO meetings which include staff from the MPOs and the TEMPO Partners; Texas Department of Transportation, Federal Highway Administration, and Federal Transit Administration. Quarterly Meetings were held in Austin and Arlington. A TEMPO meeting was also held in conjunction with the TxDOT Planning Conference in Bastrop. Topics at meetings included; the continued development of “TRENDS”, a financial forecasting tool for MPOs, transportation fiscal programming and funding issues, climate change, HUD/EPA/FHWA Sustainability/Livability initiatives, pavement management, the USDOT Strategic Plan, the Statewide Transportation Plan, travel forecasting, coordination of TIP/STIP and MTP schedules as well as working with TxDOT’s Regional Offices on the development of Standard Operating Procedures for responsibilities involving the MPOs and Regional Offices. Efforts also focused on working with TxDOT for the development of TxDOT’s Unified Transportation Program. Presentations were provided from a variety of participants including TxDOT, FHWA, Texas Transportation Institute and the various metropolitan planning organizations. Presentations to the Texas Senate Committee on Transportation and Homeland Security and the Texas House of Representatives Transportation Committee were provided on TEMPO’s behalf at the request of these committees.

Work on this project will continue in FY2011.

5.15 Streamlined Project Delivery (Implementation)

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 in order to improve project delivery in the Dallas-Fort Worth region. This work program element will provide additional technical assistance for local, State, and federal partners to expedite the environmental clearance and implementation of major transportation projects, particularly those which deal with multiple transportation modes concurrently.
The Streamlined Project Delivery Program is a multi-faceted program to assist transportation agencies and the Regional Transportation Council advance critical regional projects through project development and move them to construction as soon as possible. Working in close partnership with the region’s transportation agencies and their respective staff, NCTCOG staff will reinforce agency efforts by providing additional resources to develop and support projects and procedures to get urgent transportation projects built sooner. This will help reduce cost escalation due to inflation, alleviate congestion faster, and assist in meeting air quality goals. Activities will provide the planning assistance needed to advance all surface modes of transportation including passenger rail, freight rail, and roadway improvements.

**Regional Outer Loop/Rail Bypass** – The Regional Outer Loop is a 240-mile-long corridor identified in Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment that will be designed to accommodate multiple modes of transportation and various other utilities. It provides a new loop around the Dallas-Fort Worth region traveling through portions of Collin, Rockwall, Kaufman, Dallas, Ellis, Johnson, Parker, Wise, and Denton Counties. As a continuation of activities initiated in FY2009, NCTCOG staff will complete the refinement and evaluation of alternative alignments within the corridor evaluating right-of-way preservation strategies, connections to other corridors, financing strategies, and logical termini for segments; performing travel model analysis of systems and individual segments; and developing costs, benefits, and environmental impacts of the overall project and individual segments. Emphasis will also be placed on determining the interactivity between the Regional Outer Loop and Barnett-Shale natural gas recovery activities, helping to establish a framework that ensures the appropriate preservation of future transportation rights-of-way while maximizing gas well production. This effort will be coordinated with activities described in Work Program Task 4.02, Coordination of Transportation and Environmental Planning Processes. Focus will be placed on an extensive stakeholder and public communication program, including close coordination with various cities and counties throughout the corridor combined with close coordination with the TxDOT districts and headquarters. Surface Transportation Program – Metropolitan Mobility and Regional Toll Revenue funding will be utilized to support this effort.

**Work Performed and Status** – In FY2010, several major sections were added to the proposed Regional Outer Loop Corridor Identification Report (CIR), including a complex matrix which detailed the development, description, and various issues/concerns regarding corridor alternatives identified to date. Maps, tables, and text were inserted into the report supporting this effort. Also, through the course of several meetings with the Corridor Refinement Team (representatives of local TxDOT Districts, Texas Turnpike Authority Division, and various consultants), the Stakeholder Roundtable (local elected officials and city/county/special district staff representatives), as well as an internal Peer Review, an informal but large-scale Corridor Screening Analysis was conducted. This process enabled the reduction of potential corridor alternatives to be formally analyzed within the Regional Outer Loop CIR from 105 to 48, and it also enabled staff to develop an updated conceptual corridor map to be incorporated into the upcoming Mobility 2035: The Metropolitan Transportation Plan for North Central Texas. The updated concept map was also submitted as a potential project to be incorporated into the State’s proposed “MY-35 Plan”, a statewide transportation improvement for the Interstate Highway (IH) 35 corridor.

Additionally, staff provided technical assistance to the Collin County Commissioners Court and the newly created Collin County Toll Road Authority for the preparation of local environmental documents and implementation Requests for Proposals for Segment One (SH 121 to US 75) and Segment Three (US 75 to Dallas North Tollway Extension) of the Regional Outer Loop in Collin County.
Staff anticipates the substantial completion of the Regional Outer Loop CIR during FY2011, contingent upon approval and delivery of updated regional demographic forecasts and travel demand model network assumptions for Mobility 2035. Each of the remaining 48 potential corridor alternatives will be evaluated for mobility, economic, and environmental impacts and benefits, and a Locally Preferred Alternative (LPA) will be selected through continuous input from the Corridor Refinement Team and Stakeholder Roundtable.

Work on this project will continue in FY2011.

Tower 55 Rail Reliever Study – Efforts initiated in FY2009 will continue through FY2010, including finalizing the development of the Locally Preferred Alternative (LPA) at the conclusion of the full evaluation of alternatives. This project includes an evaluation of potential infrastructure improvements to improve overall freight rail capacity, vehicular and pedestrian crossing improvements, air quality, safety and improvements that will allow existing/future freight rail and commuter rail to interface safely and efficiently. FY2010 will also include efforts to complete the evaluation and selection of the Locally Preferred Alternative and development of the Environmental Assessment (EA) document preparing for TxDOT and federal agency reviews and approvals, with continuous and frequent public involvement activities. The NCTCOG Transportation Department will be the lead agency and will facilitate coordination amongst all project partners including the Fort Worth Transportation Authority, City of Fort Worth, City of Arlington, Tarrant County, TxDOT, BNSF Railway, and Union Pacific Railroad. Consultant assistance is being utilized in this project. Surface Transportation Program – Metropolitan Mobility funding will be used to support this effort.

Work Performed and Status – In FY2010, NCTCOG and its project partners identified a phased implementation strategy for improvements at Tower 55, beginning with construction of an At-Grade Improvement Package and ending with the ultimate development of Grade Separation Alternatives, consisting of either a North-South Trench or East-West Trench. However, given the projected costs, complexity, and diversity of potential impacts associated with the Grade Separation Alternatives, as well as the documented effects of the recent economic downturn on train traffic and overall delay reduction at Tower 55, efforts to identify a Locally Preferred Alternative (LPA) and complete an Environmental Assessment were put on indefinite hold.

Efforts were concentrated on assisting Burlington Northern Santa Fe (BNSF) Railway and Union Pacific (UP) Railroad with completing applications for the Transportation Investment Generating Economic Recovery (TIGER) Grant Program (part of the American Recovery and Reinvestment Act of 2009), with the first call for projects occurring in Fall 2009 and the second call in Summer 2010. In October 2010, the US Department of Transportation awarded Tower 55 with $38 million in TIGER II funding, which, when combined with $1 million from the Texas Department of Transportation (TxDOT), $1 million from the City of Fort Worth, and $51 million in private funding, would construct the At-Grade Improvement Package identified by the Tower 55 Rail Reliever Study. Constructed between 2011 and 2013, the improvements will consist of new signal installation, bridge upgrades, a third north-south main line through the Tower 55 intersection, and improved street and pedestrian crossings. The improvements would create immediate jobs, benefit the community and environment, and substantially increase rail capacity.
Work on this project will continue in FY2011 assisting the BNSF Railway, Union Pacific Railroad, TxDOT, and City of Fort Worth in final necessary approvals and public involvement allowing the project to proceed into construction benefitting from the ARRA TIGER funds.

**Trinity Parkway Support** – NCTCOG staff anticipates participating and providing support to the continuing planning and design efforts for the implementation of the Trinity Parkway activities, including the completion of the Environmental Impact Statement document and preliminary engineering. Staff will also support initiatives to secure funding for the project as directed by the Regional Transportation Council. Both of these efforts could include attendance at meetings, coordination with resource agencies, and analysis of information and data. Surface Transportation Program – Metropolitan Mobility funds will be utilized for this effort.

**Work Performed and Status** – In FY2010, working in collaboration with the North Texas Tollway Authority and the Texas Department of Transportation, NCTCOG staff continued pursuing efforts to implement the Trinity Parkway in two key areas: (1) assisting in devising alternative approaches to addressing environmental impacts, and (2) assisting in developing alternative approaches to staged-construction of the Trinity Parkway based on available funding resources. NCTCOG staff attended monthly meetings with the Partner Agency Team, comprised of staff from Corps of Engineers, Federal Highway Administration, City of Dallas, TxDOT, and NTTA, in developing resolution techniques to environmental impacts, such as levee remediation, parkway construction impacts, and floodway impacts. In addition, NCTCOG staff led efforts in developing alternative approaches for staged-construction of the parkway corridor meeting the expected traffic projections, including potential for early implementation of SM Wright freeway improvements, IH 30 Trinity Overpass improvements, and IH 35E Trinity Overpass improvements.

Work on this project will continue in FY2011.

**Army Corps of Engineers Section 404 and 408 Permitting** – Staff will continue to carry out 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 that are required for regional priority transportation projects. Staff will monitor the progress of permitting for specific projects identified by regional transportation partners and will continue to provide quarterly updates to the Regional Transportation Council on the status and progress made under this agreement. The USACE’s performance and the cost-effectiveness of this agreement will be evaluated by using specific performance measures identified by staff. The continuation or extension of this agreement will be considered as the Regional Transportation Council deems necessary.

Staff will continue to monitor and provide oversight of Section 408 activities related to the Trinity flood control project. A Section 408 application will be required for the Trinity Parkway and other transportation projects that could alter or modify the existing Trinity levees and flood control structures. This effort will be carried out in coordination with work activities in Work Program element 4.02, Coordination of Transportation and Environmental Planning Processes, and could include attendance at meetings and coordination with resource agencies. Local funds will be used to support this initiative.
Work Performed and Status – Staff continued to work with USACE and partner agencies to advance Clean Water Act Section 404 permits for regionally significant transportation projects. In early FY2010, the agreement was extended through the end of 2010 calendar year and additional projects were added to the memorandum of agreement with USACE. Staff provided several updates to the Surface Transportation Technical Committee and the Regional Transportation Council on the effectiveness and progress of the program. During FY2010, staff met several times with the USACE staff to review project status and has monitored this program through performance measures agreed upon by both NCTCOG and the USACE. Additionally, staff coordinated several articles on the success of the program for “It’s Your Region” and the “North Texas Transportation Connection.” Staff also provided regular updates to the Regional Transportation Council and city meetings, and communicates with the USACE and TxDOT regarding the funding of Section 408 activities associated with the Trinity Flood Control Project.

Work on this project will continue in FY2011.

Regional Rail Corridor Conceptual Engineering and Funding Studies – For the following three rail corridors, NCTCOG staff, utilizing Regional Toll Revenue funds, will: (1) coordinate the expedited identification, environmental evaluation, and preservation of selected passenger rail corridors around the Dallas-Fort Worth Metropolitan Area; (2) determine potential alternatives and station locations; (3) coordinate with local governments and transportation authorities through regularly scheduled meetings; (4) assess the existing conditions and potential opportunities for passenger rail service; (5) model potential corridors, alternatives, and station locations; (6) evaluate costs and potential funding options for each corridor; and (7) prepare a formal report for each corridor study that can be transitioned directly into the National Environmental Policy Act (NEPA) process. Following is a description of each of the four corridors:

Cotton Belt Corridor: This study area covers two rail corridors that are being combined together to best generate solutions to address the common mobility needs for the region. Encompassing 15 cities in two counties, the study area includes many employment centers, diverse neighborhoods, and the Dallas/Fort Worth International Airport (DFW Airport), a regional employer home to over 32,000 jobs. The western segment of the study area serves various portions of the cities of Fort Worth, Richland Hills, North Richland Hills, Hurst, Colleyville and Grapevine. The eastern segment of the study area would pass through or be adjacent to the cities of Coppell, Irving, Carrollton, Addison, Dallas, Richardson, and Plano. The Cotton Belt corridor has a section that extends east from the city of Plano through Murphy along FM 544 to the city of Wylie where the corridor connects to the Kansas City Southern (KCS) railroad right-of-way. A preliminary view of the eastern edge of the Cotton Belt Corridor from the city of Plano to the city of Wylie will be investigated further within the project development process. At the request of DART and FWTA, NCTCOG will develop an innovative financial plan for the 62-mile Cotton Belt Corridor. Consultant assistance will be utilized for this initiative.

Work Performed and Status – Staff worked closely with regional transit agency partner staff in the support of the Cotton Belt Corridor Conceptual Engineering and Funding Study. Staff also coordinated closely with local government stakeholders through Stakeholder Team meetings and individual stakeholder meetings. Staff coordinated bi-monthly meetings with regional transit agency partner staff and local stakeholders to ensure the project was properly moving forward in a timely manner.
Work was performed on the environmental, traffic and transit ridership efforts as well as identification of potential funding sources. The project efforts concluded with a final report detailing staff work efforts and analysis. The project final report is produced as a document intended to provide a substantial foundation for the ensuing National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) process. Additional effort will be required by the regional transit agency partners to conduct the EIS project.

Staff worked cooperatively within the Transportation Department and/or with other partners in activities of Work Program Task 5.15, Streamlined Project Delivery. Staff reviewed amendments and revisions to the Transportation Improvement Program (TIP) to ensure the proposed project is either specifically included or consistent with the approved long-range Metropolitan Transportation Plan.

Work on this project will continue in FY2011.

For the following three rail corridors, NCTCOG staff, utilizing Surface Transportation Program – Metropolitan Mobility funds, will: (1) coordinate the expedited identification, environmental evaluation, and preservation of selected passenger rail corridors around the Dallas-Fort Worth Metropolitan Area; (2) determine potential alternatives and station locations; (3) coordinate with local governments and transportation authorities through regularly scheduled meetings; (4) assess the existing conditions and potential opportunities for passenger rail service; (5) model potential corridors, alternatives, and station locations; (6) evaluate costs and potential funding options for each corridor; and (7) prepare a formal report for each corridor study that can be transitioned directly into the National Environmental Policy Act (NEPA) process.

McKinney Corridor: The McKinney corridor is approximately 15 miles long and extends north from the existing DART Red Line to the city of McKinney. The McKinney corridor runs south to north through four municipalities: the city of Plano, the city of Allen, the town of Fairview and the city of McKinney. The study area used for this document is the area within one mile of the existing rail alignment starting at the Parker Road Station and ending where the rail line crosses McIntire Road (County Road 274) in McKinney.

**Work Performed and Status** – Staff worked closely with Dallas Area Rapid Transit (DART) staff in the support of the McKinney Corridor Conceptual Engineering and Funding Study project. Staff also coordinated closely with local government stakeholders through Stakeholder Team meetings and individual stakeholder meetings. Staff coordinated bi-monthly meetings with DART staff and local stakeholders to ensure the project was properly moving forward in a timely manner.

Work was performed on the environmental, traffic and transit ridership efforts as well as identification of potential funding sources. The project efforts concluded with a final report detailing staff work efforts and analysis. The project final report is produced as a document intended to provide a substantial foundation for the ensuing National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) process. Additional effort will be required by the regional transit agency partners to conduct the EIS project.

Staff worked cooperatively within the Transportation Department and/or with other partners in activities of Work Program Task 5.15, Streamlined Project Delivery. Staff
reviewed amendments and revisions to the Transportation Improvement Program (TIP) to ensure the proposed project is either specifically included or consistent with the approved long-range Metropolitan Transportation Plan.

Work on this project will continue in FY2011.

**BNSF/Frisco Corridor:** The Frisco corridor, sometimes referred to as the BNSF corridor or Madill Subdivision (Madill Sub), runs approximately 30 miles south to north through eight cities and three counties along predominately BNSF freight rail right-of-way. The cities include Irving, Dallas, Farmers Branch, Carrollton, Plano, Hebron, The Colony and Frisco, all of which are located within Dallas, Denton and/or Collin Counties. The study area boundaries consist of a one-mile buffer along each side of the proposed rail alignment from South Irving Station along the Trinity Railway Express (TRE) line at O’Conner Road, in the city of Irving to just south of US Route 380 at Virginia Parkway in the city of Frisco. Within the buffer is a population of approximately 225,000 persons with major employers including Frito-Lay, IBM, STMicroelectronics, AT&T and Haggar Clothing Company.

**Work Performed and Status** – Staff worked closely with regional transit agency staff in the support of the Frisco/BNSF Corridor Conceptual Engineering and Funding Study project. Staff also coordinated closely with local government stakeholders through Stakeholder Team meetings and individual stakeholder meetings. Staff coordinated bi-monthly meetings with regional transit agency partner staff and local stakeholders to ensure the project was properly moving forward in a timely manner.

Work was performed on the environmental, traffic and transit ridership efforts as well as identification of potential funding sources. The project efforts concluded with a final report detailing staff work efforts and analysis. The project final report is produced as a document intended to provide a substantial foundation for the ensuing National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) process. Additional effort will be required by the regional transit agency partners to conduct the EIS project.

Staff worked cooperatively within the Transportation Department and/or with other partners in activities of Work Program Task 5.15, Streamlined Project Delivery. Staff reviewed amendments and revisions to the Transportation Improvement Program (TIP) to ensure the proposed project is either specifically included or consistent with the approved long-range Metropolitan Transportation Plan.

Work on this project will continue in FY2011.

**South Dallas/Waxahachie Corridor:** The South Dallas/Waxahachie corridor is a Burlington Northern and Santa Fe Railway (BNSF) line that extends between Dallas and Waxahachie, a distance of approximately 30.7 miles. For this rail corridor study, the study area will be a one-mile radius around the existing freight rail corridor from Union Station in the City of Dallas to the central business district in the City of Waxahachie. The study area will include the cities of Dallas, Lancaster, Red Oak, and Waxahachie.

**Work Performed and Status** – Staff worked closely with Dallas Area Rapid Transit (DART) staff in the support of the Waxahachie Corridor Conceptual Engineering and
Funding Study project. Staff also coordinated closely with local government stakeholders through Stakeholder Team meetings and individual stakeholder meetings. Staff coordinated bimonthly meetings with DART staff and local stakeholders to ensure the project was properly moving forward in a timely manner.

Work was performed on the environmental, traffic and transit ridership efforts as well as identification of potential funding sources. The project efforts concluded with a final report detailing staff work efforts and analysis. The project final report is produced as a document intended to provide a substantial foundation for the ensuing National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) process. Additional effort will be required by the regional transit agency partners to conduct the EIS project.

Staff worked cooperatively within the Transportation Department and/or with other partners in activities of Work Program Task 5.15, Streamlined Project Delivery. Staff reviewed amendments and revisions to the Transportation Improvement Program (TIP) to ensure the proposed project is either specifically included or consistent with the approved long-range Metropolitan Transportation Plan.

Work on this project will continue in FY2011.

Transit Opportunities Along the UPRR Corridor – Cities along the UPRR Corridor including Dallas, Fort Worth, Grand Prairie and Arlington have long desired to implement some form of public transit connecting the various employment centers and entertainment venues throughout the corridor. NCTCOG staff will work closely with representatives of these four cities, along with Dallas Area Rapid Transit and the Fort Worth Transportation Authority, in assessing both rail and rubber-tired transit alternatives from downtown Dallas to downtown Fort Worth. Close coordination and cooperation of the Union Pacific Railroad will be essential in this analysis, while confirming the expected challenges of implementing transit services within the railroad right-of-way. Alternative transit options will also be evaluated outside the railroad right-of-way along parallel roadway rights-of-way. Surface Transportation Program – Metropolitan Mobility funds will be used to support staff activities.

Work Performed and Status – Due to focus placed on transit opportunities in other corridors, no work was performed on this project in FY2010. Work will be reinitiated and conducted on this project in FY2011.

Environmental Review of Off-System Regional Toll Revenue (RTR) Projects – Per an agreement with TxDOT, implementing agencies must submit a local environmental document for NCTCOG review prior to approval. NCTCOG staff efforts will include: (1) assisting in the preparation of local environmental review documents by implementing agencies receiving RTR monies on an as-needed basis, (2) educating implementing agencies on applicable federal and State regulations on an as-needed basis, (3) refining the previously developed local environmental review checklist on an as-needed basis, (4) reviewing local environmental documents submitted to NCTCOG to comply with the agreement with TxDOT, (5) preparing letters with comments for each document received, and (6) posting local environmental documents received on the RTR Web site. Surface Transportation Program – Metropolitan Mobility funds will support this effort.
Work Performed and Status – In FY2010, NCTCOG assisted many cities and municipalities, and transit authorities, who were recipients of RTR funds, in streamlining the environmental clearance process allowing RTR-funded projects to timely implementation. NCTCOG staff led efforts in development of an “environmental checklist” allowing RTR-funding recipients to monitor more efficiently the steps toward environmental documentation and clearance. Once completed environmental documents were submitted, NCTCOG staff provided high prioritized review on these documents and provided comments to edit and complete the environmental documents. Then working in close collaboration with TxDOT and FHWA, NCTCOG staff assisted in the federal agency review and providing final comments back to project sponsors.

Work on this project will continue in FY2011.

Environmental Review and Coordination – NCTCOG staff will serve in a key critical role for the region in providing assistance and guidance in the development of environmental NEPA documents for various projects. Efforts will include, on an as-needed basis: (1) assisting in the research, analysis, and development of new methodologies for resource studies/analysis for NEPA documents; (2) providing research, analysis, and preparation of documents or sections for NEPA documents; and (3) reviewing NEPA documents. Surface Transportation Program – Metropolitan Mobility funds will support this effort.

Work Performed and Status – In FY2010, NCTCOG streamlined project delivery (SPD) team continued with one of its core purposes in providing guidance and assistance to all of North Texas region’s transportation providers in the environmental review, environmental coordination, and developing alternative funding strategies. Staff led many of the efforts on the region’s highest priority projects in streamlining the environmental process and funding strategies, such as Southwest Parkway, SH161, Southwest-to-Northeast Commuter Rail, Trinity Parkway, Collin County Outer Loop, Downtown Dallas Streetcar, and Cotton Belt Corridor. Weekly coordination meetings enhanced the partnerships with the transportation providers, where staff provided expertise, guidance, and personnel resources to streamline and expedite the environmental process, review, and ultimate approvals.

Work on this project will continue in FY2011.
## TASK 5.0 - FUNDING SUMMARY

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## NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS LOCAL FUNDS

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## TEXAS DEPARTMENT OF TRANSPORTATION FUNDS

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### CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM FUNDS

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### STATE ENERGY CONSERVATION OFFICE FUNDS

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### FEDERAL AVIATION ADMINISTRATION FUNDS

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<td><strong>$1,590,000</strong></td>
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<td><strong>$571,324</strong></td>
<td><strong>$1,018,676</strong></td>
<td><strong>36%</strong></td>
<td><strong>$1,098,513</strong></td>
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### SOURCE OF FUNDS TO BE DETERMINED (TBD)

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### SUMMARY OF FUNDS AND EXPENDITURES FY2010

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