For Regional Transportation Planning

FY2012 and FY2013 Unified Planning Work Program

DRAFT

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 312.

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).

North Central Texas Council of Governments
P. O. Box 5888
Arlington, Texas 76005-5888
(817) 640-3300

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."
FY2012 and FY2013 Unified Planning Work Program

For Regional Transportation Planning

June 2011

Transportation Department
North Central Texas Council of Governments
### NCTCOG Executive Board 2010 - 2011

- **President**: B. Glen Whitley  
  County Judge, Tarrant County
- **Vice-President**: Linda Koop  
  Councilmember, City of Dallas
- **Secretary-Treasurer**: Bobbie Mitchell  
  Commissioner, Denton County
- **Past President**: Bobby Waddle  
  Former Mayor, City of DeSoto
- **Director**: Clay Jenkins  
  County Judge, Dallas County
- **Director**: Steve Terrell  
  Mayor, City of Allen
- **Director**: Ron Jensen  
  Councilmember, City of Grand Prairie
- **Director**: Bill McElhaney  
  County Judge, Wise County
- **Director**: Cory Spillman  
  Councilmember, City of Cedar Hill
- **Director**: Holly Gray-McPherson  
  Mayor Pro Tem, City of Roanoke
- **Director**: C. Shane Wilbanks  
  Mayor Pro Tem, City of Grapevine
- **General Counsel**: Jerry Gilmore
- **Executive Director**: R. Michael Eastland

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- **Jungus Jordan, Vice Chair**: Councilmember, City of Fort Worth
- **Pete Kamp, Secretary**: Mayor Pro Tem, City of Denton
- **Ron Brown**: Commissioner, Ellis County
- **Mike Cantrell**: Commissioner, Dallas County
- **Sheri Capehart**: Councilmember, City of Arlington
- **Maribel Chavez, P.E.**: District Engineer  
  TxDOT, Fort Worth District
- **Gary Cumbie**: Chair  
  Fort Worth Transportation Authority
- **Bob Day**: Board Member  
  North Texas Tollway Authority
- **Clay Jenkins**: County Judge, Dallas County
- **Lee Dunlap**: Mayor Pro Tem, City of Plano
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  City of Lewisville
- **Andy Eads**: Commissioner, Denton County
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  Transportation Authority
- **Mark Enoch**: Board Member  
  Dallas Area Rapid Transit
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- **Bill Hale, P.E.**: District Engineer  
  TxDOT, Dallas District
- **Roger Harmon**: County Judge, Johnson County
- **Kathleen Hicks**: Councilmember, City of Fort Worth
- **Vonciel Jones Hill**: Councilmember, City of Dallas
- **John Horn**: County Judge, Hunt County
- **Ron Jensen**: Councilmember, City of Grand Prairie
- **Ron Jones**: Mayor, City of Garland
- **Geralyn Kever**: Councilmember, City of McKinney
- **Linda Koop**: Councilmember, City of Dallas
- **Kimberly Lay**: Deputy Mayor Pro Tem  
  Town of Addison
- **Mike Leyman**: Councilmember, City of Mansfield
- **Matthew Marchant**: Councilmember, City of Carrollton
- **Maher Maso**: Mayor, City of Frisco
- **Bill McLendon**: Councilmember, City of Hurst
- **Pauline Medrano**: Deputy Mayor Pro Tem, City of Dallas
- **John Monaco**: Mayor, City of Mesquite
- **Rich Morgan**: Citizen Representative, City of Dallas
- **Mark Riley**: Councilmember, Parker County
- **Rick Stopfer**: Councilmember, City of Irving
- **John Tatum**: Citizen Representative, City of Dallas
- **T. Oscar Trevino, Jr., P.E.**: Mayor, City of North Richland Hills
- **Bernice J. Washington**: Board Member  
  Dallas/Fort Worth International Airport
- **Duncan Webb**: Commissioner, Collin County
- **B. Glen Whitley**: County Judge, Tarrant County
- **Kathryn Wilemon**: Councilmember, City of Arlington
- **Michael Morris, P.E.**: Director of Transportation, NCTCOG

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**Surface Transportation Technical Committee**  
Ruben Delgado, Chair  
City of Grand Prairie
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I. Introduction

The Unified Planning Work Program (UPWP) is the instrument for coordinating metropolitan transportation and air quality planning activities in North Central Texas. This Work Program includes a description of proposed work submitted to state and federal agencies that are the financial sponsors of the Program. This Unified Planning Work Program describes the transportation and air quality planning efforts in the North Central Texas region for the period of October 1, 2011, to September 30, 2013; defines the functional and financial responsibilities of participating agencies; and serves as a management tool for the participating entities. The FY2012 and FY2013 Unified Planning Work Program was developed in accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), as adopted by Congress and signed by the President on August 10, 2005.

According to federal law (23 U.S.C. 134 and 49 U.S.C. 5303, as amended), "... the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution; ...".

The North Central Texas Council of Governments (NCTCOG), through designation by the Governor of the State of Texas, serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas. The
I. Introduction

designation of the MPO is by agreement among the units of general purpose local governments and the Governor.

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

The Unified Planning Work Program has been prepared using the standard format for MPOs provided by the Texas Department of Transportation. The remaining portion of this chapter summarizes the overall purpose of the Unified Planning Work Program, the geographic area identified as the Metropolitan Area for Transportation Planning, the organizational structure for conducting regional transportation planning in the Dallas-Fort Worth Metropolitan Area, ongoing activities related to private-sector involvement, and an overview of planning issues and emphasis areas for Fiscal Years 2012 and 2013.

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

A. **Purpose**

On February 14, 2007, the U.S. Department of Transportation published a final rule with regard to Metropolitan Transportation Planning in the Federal Register. Specifically, the proposed rulemaking addresses Federal Highway Administration 23 CFR Parts 450 and 500, and Federal Transit Administration 49 CFR Part 613. Subpart C—Metropolitan Transportation Planning and Programming calls upon MPOs, in conjunction with the state and operators of publicly owned transit, to develop Unified Planning Work Programs that meet the requirements of 23 CFR Part 420, and: (1) discuss the planning priorities facing the metropolitan area and describe the metropolitan transportation plan and transportation-related air quality planning activities anticipated within the next one- or two-year period, regardless of funding sources or agencies conducting activities, in sufficient detail to indicate who will perform the work, the schedule for completing the work, the products that will be produced, the proposed funding by activity/task, and a summary of the total amounts and sources of federal and matching funds; and
(2) document planning activities to be performed with funds provided under Title 23 and Chapter 53 of Title 49 U.S.C.

The proposed rules call upon MPOs in nonattainment areas to consult with the U.S. Environmental Protection Agency (EPA) and state/local air agencies in the development of the Unified Planning Work Program regarding appropriate tasks to support attainment of air quality standards.

The SAFETEA-LU planning rules call for consideration of eight planning factors as outlined in Exhibit I-1 in the metropolitan transportation planning process.

**EXHIBIT I-1**

**EIGHT FACTORS TO BE CONSIDERED IN THE PLANNING PROCESS**

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

In addition to these planning considerations, the rules emphasize that the metropolitan planning organizations shall develop and adopt a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports...
early and continued involvement of the public, including those traditionally underserved by existing transportation systems. NCTCOG incorporates Environmental Justice and Title VI considerations into its public involvement process. Public participation is solicited and strongly encouraged in NCTCOG's transportation planning program. Increasing communication among citizens, elected officials, and technical staff permits these entities to work together to achieve desired goals and objectives. The public outreach and involvement programs emphasize the importance of participation at all levels, from government agencies to the individual. When the public is informed and involved, the direction and content of the planning efforts are more likely to address the wide range of issues that impact the region. Including the public during the planning phase of any project will reduce the time and cost of eventual project implementation.

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

Formal public involvement procedures to be used in the metropolitan transportation planning process were originally adopted by the Regional Transportation Council (RTC) on June 1, 1994, and subsequently revised May 10, 2007, and March 11, 2010, to increase the public’s access to information related to the MPO planning process, as well as opportunities for public participation in the overall decision-making process. The current Public Participation Plan approved by the RTC is included in Appendix G. The most recent revisions addressed the growing region, changing communication trends and suggestions received from the public. The Public Participation Plan, as approved by the RTC in March 2010, also includes, as attachments, a Language Assistance Plan and Title VI Complaint Procedures. The Language Assistance Plan
I. Introduction

outlines how people with limited proficiency in English have access to information and the ability to participate in NCTCOG Transportation Department Programs. Title VI Complaint Procedures outline the NCTCOG policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios. The public involvement procedures represent the required public involvement process that must be carried out for involving the public in the various aspects of the regional transportation planning process; additional strategies are often pursued through public outreach activities that are also identified in Appendix G. NCTCOG staff continually reviews requirements for and guidance on public participation from the Federal Highway Administration/Federal Transit Administration and maintains public involvement procedures consistent with requirements and guidance.

In addition, previous guidance received from federal and state transportation funding agencies requested MPOs to include activities to ensure and enhance the compliance of the metropolitan transportation planning process with Title VI of the Civil Rights Act of 1964. Title VI states that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. The Civil Rights Restoration Act of 1987 expanded the prohibition of discrimination to include religion, sex, age, disability or income level and clarified the intent of Title VI by including the following language: “Nondiscrimination programs require that federal-aid recipients, subrecipients, and contractors prevent discrimination and ensure nondiscrimination in all of their programs and activities, whether those programs and activities are federally funded or not.” Additionally, Executive Order 12898 mandates that federal agencies incorporate environmental justice principles by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations. In January 2009, TxDOT’s Civil Rights Division completed a Title VI
Compliance Review of the North Central Texas Council of Governments’ metropolitan planning process. There were no items of non-compliance; however, TxDOT and NCTCOG agreed upon a series of recommendations for improving NCTCOG’s Title VI program, for which NCTCOG developed a Title VI Course of Action Plan that focuses on the development of annual certifications and assurances with FTA subrecipients in North Texas, as well as monitoring and reporting of related subrecipient Title VI activities; continued efforts related to the development of tools for evaluating demographic profiles and measuring transportation benefits and burdens to specific populations; addressing issues related to limited English proficiency; staff training and information dissemination across the region. Each of the activities identified in this Title VI Course of Action has been completed and initiatives to maintain compliance with all applicable regulations and orders will continue to be pursued as part of the FY2012 and FY2013 UPWP.

The UPWP is prepared biennially by NCTCOG, in cooperation with the Texas Department of Transportation, transportation authorities, toll authorities, and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies and local governments. This information is combined with regional needs identified by NCTCOG and, after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years.

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

Consistent with the standard UPWP format provided by TxDOT, the following five tasks have been identified to guide transportation planning activities in the NCTCOG Metropolitan Area:
1.0 Administration and Management
2.0 Transportation Data Development and Maintenance
3.0 Short-range Planning and Programming, and Air Quality and Transit Operations
4.0 Metropolitan Transportation Plan
5.0 Special Studies and System Operation

Descriptions of these tasks are included in Chapters II-VI.

In conjunction with NCTCOG’s public involvement procedures, a series of three public meetings on the development of the FY2012 and FY2013 UPWP were held on March 14-15, 2011. At these meetings, an overview of the UPWP development process was presented, including a summary of the metropolitan transportation and air quality planning activities annually conducted as part of the Work Program. Attendees were asked to provide requests for planning study technical assistance for potential inclusion in the UPWP. On June 14-15, 2011, additional public meetings were held to present to the public the draft FY2012 and FY2013 UPWP for comments prior to requesting technical committee and RTC approval of the Work Program.

B. Definition of Area

North Central Texas Region

The North Central Texas region is the 16-county area within which the North Central Texas Council of Governments is responsible for coordinating regional planning activities. This area consists of the Counties of Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant, and Wise. The region was designated as the North Central Texas State Planning Region by Executive Order of the Texas Governor, Dolph Briscoe, on August 28, 1973.
Dallas-Fort Worth Metropolitan Area
The Texas Department of Transportation (then known as the Texas Highway Department) initiated comprehensive transportation planning in North Central Texas in July 1967, as the Dallas-Fort Worth Regional Transportation Study. These early planning efforts set the foundation for subsequent transportation planning in the region and defined the area of primary interest for such work. Since that time period, extensive growth in population and employment, followed by subsequent growth in travel, resulted in several expansions of the study area, or that area for which the MPO focuses its transportation and air quality planning activities and is expected to be principally urbanized by the appropriate planning horizon (approximately 20 years). Following action by the Regional Transportation Council, the NCTCOG Executive Board and the Texas Transportation Commission in 2009, the Metropolitan Planning Area boundary now includes the full 12 counties of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise; a total area of approximately 9,441 square miles, as shown in Exhibit I-2.

As a result of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA); the Transportation Equity Act for the 21st Century (TEA-21); and the subsequent SAFETEA-LU, the Metropolitan Area also has federal designation as a Transportation Management Area (TMA).
Federal planning regulations require that if any federal public lands and/or Indian tribal lands are included within the Metropolitan Planning Area, the affected federal agencies and Indian tribal governments shall be involved appropriately in the development of transportation plans and programs. NCTCOG includes tribes that have areas of concern in the North Texas region in public involvement processes related to transportation planning. Tribal groups are included in the 8,000-record public involvement database.

**Air Quality Nonattainment Area**

With the passage of the Clean Air Act Amendments of 1990, a portion of the Dallas-Fort Worth area was designated as nonattainment for the pollutant ozone. Collin, Dallas, Denton, and...
Tarrant Counties were identified as being in violation of the 1-hour ozone standard. In 2004, the Environmental Protection Agency announced that nine counties in the North Central Texas region had been classified as a “moderate” ozone nonattainment area under the new 8-hour ozone standard. Included in this new designation, and also shown in Exhibit I-2, are Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, and Tarrant Counties. In December 2010, the region was reclassified to a “serious” ozone nonattainment area. Air quality planning activities to be conducted as part of the FY2012 and FY2013 UPWP are described within Task 3 of the Work Program.

C. Organization

Multimodal transportation planning and development, facilitated through a single policy direction for all modes of travel, ensures that plans and programs are coordinated across various city, county, and agency jurisdictional boundaries and that cooperation is occurring among implementing agencies. In North Central Texas, this direction is provided through an extensive committee structure forming partnerships in regional transportation planning and implementation, as illustrated in Exhibit I-3. This structure consists of the NCTCOG Executive Board and the Regional Transportation Council, comprised primarily of local elected officials; transportation providers; and technical committees comprised of staff involved in the planning for various modes of travel.
EXHIBIT I-3

PARTNERSHIP IN REGIONAL TRANSPORTATION PLANNING

Transportation Providers
Texas Department of Transportation
North Texas Tollway Authority
Dallas Area Rapid Transit
Denton County Transportation Authority
Collin County Toll Road Authority
Fort Worth Transportation Authority
Local Governments

Regional Transportation Council

Executive Board

RTC Subcommittees
Mobility Plan
Sustainability and Environment
Multimodal/Intermodal/High Speed Rail/Freight

Surface Transportation Technical Committee

Air Transportation Technical Advisory Committee

Bicycle/Pedestrian Advisory Committee
NCTCOG Executive Board

The NCTCOG Executive Board, consisting of 13 locally elected officials, establishes overall policy for comprehensive planning and coordination in the North Central Texas region. The Executive Board sets policy for the administration of funds granted to the MPO, as well as the NCTCOG staff in carrying out the day-to-day responsibilities of the MPO. NCTCOG is the overall umbrella under which the regional transportation planning process functions. The Executive Board meets on the fourth Thursday of each month at 12:45 pm, in the North Central Texas Council of Governments' Transportation Council Room, located on the first floor of 616 Six Flags Drive (Centerpoint Two Building) in Arlington, Texas.

Regional Transportation Council

The Regional Transportation Council, consisting of 43 members, serves as the independent policy body for regional transportation decisions. The primary functions of the RTC are to provide guidance for multimodal transportation planning and to assure coordination among transportation modes, local government entities, and planning activities. The RTC is responsible for direction and approval of the Metropolitan Transportation Plan, the Transportation Improvement Program, the Congestion Management Process, the Unified Planning Work Program, and for satisfying and implementing federal and state laws and regulations pertaining to the regional transportation planning process.

The Chair of the RTC is elected from the membership in June of each year and serves a term of one year. The individual local governing bodies select their representatives to the RTC. NCTCOG staff provides administrative and clerical support to the RTC. The RTC meets at 1:00 p.m., on the second Thursday of each month, in the North Central Texas Council of Governments' Transportation Council Room located on the first floor of 616 Six Flags Drive (Centerpoint Two Building) in Arlington, Texas. The organizational structure of the RTC is
shown in Exhibit I-4, and current membership is shown in Appendix A. At the discretion of the RTC officers, RTC members also serve on Standing and Ad Hoc Subcommittees formed by the officers to respond to specific issues that come before the Council. The following is a summary of these subcommittees.

**Standing RTC Subcommittees**

**Mobility Plan Subcommittee**

The Metropolitan Transportation Plan provides the blueprint for a multimodal transportation system. The projects, programs, and policies contained in the Plan are aimed at achieving the following goals: 1) traditional transportation-oriented goals (e.g., enhancing mobility, improving accessibility, reducing congestion and increasing reliability); 2) quality-of-life goals (e.g., balanced land use, sustainability, orderly economic development and improved air quality); and 3) financial goals (e.g., adequate and sustainable funding). In an era of uncertain funding scenarios, the solutions identified in the Plan may look very different depending on the amount of funding available. The Mobility Plan Subcommittee reviews various scenarios that could respond to the changing financial picture and the transportation improvement needs. The Subcommittee explores the trade-offs between transportation investments and policy-driven rules and regulations.

**Sustainability and Environment Subcommittee**

The Sustainability and Environment Subcommittee’s role is to consider the relationships of social, economic, and environmental objectives for RTC initiatives. The integration between land use, multimodal transportation, future demographic scenarios, and their relationship to air quality and energy policy will be developed.
### EXHIBIT I-4

**REGIONAL TRANSPORTATION COUNCIL ORGANIZATIONAL STRUCTURE**

<table>
<thead>
<tr>
<th>City/Region</th>
<th>Seats</th>
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<tbody>
<tr>
<td>City of Arlington</td>
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<tr>
<td>Cities of Carrollton and Farmers Branch</td>
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<td>Cities of Dallas, Highland Park, and University Park</td>
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<tr>
<td>City of Denton</td>
<td>1</td>
</tr>
<tr>
<td>Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, and Glenn Heights</td>
<td>1</td>
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<tr>
<td>City of Fort Worth</td>
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<td>Cities of Garland and Rowlett</td>
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<td>City of Grand Prairie</td>
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<tr>
<td>Cities of Hurst, Euless, Bedford, Colleyville, Grapevine, and Southlake</td>
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<td>Cities of Irving and Coppell</td>
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<td>Cities of Lewisville, Flower Mound, The Colony, Trophy Club, and</td>
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<td>Roanoke</td>
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<td>Cities of Mansfield, Benbrook, Forest Hill, White Settlement, Azle,</td>
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<td>Crowley, River Oaks, Everman, and Kennedale</td>
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<td>Cities of Mesquite, Balch Springs and Seagoville</td>
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<td>Cities of North Richland Hills, Halton City, Watauga, Keller, Saginaw,</td>
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<td>Richland Hills</td>
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<td>Cities of McKinney, Fairview, Anna and Princeton</td>
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<td>City of Plano</td>
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<td>Cities of Richardson, Addison, Wylie, Sachse, and Murphy</td>
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<td>Cities of Frisco, Allen, Prosper, and Lucas</td>
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<td>Collin County</td>
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<td>Denton County</td>
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<td>Ellis County and the Cities of Waxahachie, Midlothian, Ennis, and Red</td>
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<td>Oak, and Kaufman County and the Cities of Forney, Terrell, and Kaufman</td>
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<td>Johnson County and the Cities of Burleson, Cleburne, and Keene, and</td>
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<tr>
<td>Hood County and the City of Granbury</td>
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<tr>
<td>Rockwall County and the Cities of Rockwall, Heath, and Royse City, and</td>
<td>1</td>
</tr>
<tr>
<td>Hunt County and the Cities of Greenville and Commerce</td>
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<td>Parker County and the Cities of Weatherford and Azle, and Wise County</td>
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<td>and the Cities of Decatur and Bridgeport</td>
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<td>Tarrant County</td>
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<tr>
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<tr>
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<td>Policy Representative, North Texas Tollway Authority</td>
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<tr>
<td>Policy Representative, Dallas/Fort Worth International Airport</td>
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Surface Transportation Technical Committee

Other Technical Committees as Required by the Transportation Director
Multimodal/Intermodal/High Speed Rail/Freight Subcommittee

This Subcommittee’s responsibility is to develop more thoughtful approaches to the region’s multimodal/intermodal needs for both people and goods. Reducing traffic congestion within corridors and bottlenecks between modes, increasing efficiency and safety, and improving air quality require a more cohesive transportation approach. This Subcommittee reviews options for corridor selection, mode selection, corridor priorities, and funding associated with rail and intermodal facilities. In addition, the Subcommittee maintains a dialogue on issues of common interest with the private sector and investigates opportunities for partnerships. The Subcommittee also includes representatives from the private-sector freight and potential high-speed rail providers.

Ad Hoc RTC Subcommittees

Members of Ad Hoc Subcommittees are appointed to serve by the RTC officers on an as-needed basis.

Bylaws Revision Subcommittee

The Bylaws Revision Subcommittee reviews and considers proposed revisions to the Regional Transportation Council’s Bylaws and Operating Procedures.

Nominating Subcommittee

The Nominating Subcommittee convenes in conjunction with the annual election of officers, which occurs in June of each year, or in other special circumstances that require the election of officers. This Subcommittee recommends a set of elected officials to serve as Chair, Vice Chair, and Secretary of the Regional Transportation Council.
Transportation Authority Passenger Rail Partnership

The responsibility of the Transportation Authority Passenger Rail Partnership is to work with transportation authority board members to implement the transit vision, including regional passenger rail development identified in the Metropolitan Transportation Plan. Topics of discussion include funding, service area expansion, and integrated communication programs. The Subcommittee is comprised of RTC members representing agencies within transportation authority service areas.

NTTA/TxDOT Toll Road Partnership

A robust toll road and managed-lane system is a major recommendation of the Metropolitan Transportation Plan. The North Texas Tollway Authority and Texas Department of Transportation are involved in various aspects of toll road and managed-lane implementation. The responsibility of the NTTA/TxDOT Toll Road Partnership is to discuss regional policies related to toll road and managed-lane development such as variable pricing (peak period, congestion, and occupancy). The schedule and the agency constructing particular projects will be highlighted.

Legislation and Finance Partnership

The purpose of the Legislation and Finance Partnership is to address the challenges facing the region on implementation of the Metropolitan Transportation Plan. The Metropolitan Transportation Plan documents the need for additional transportation funding in order to fully implement the recommendations. Innovative transportation funding strategies will be explored by the Partnership. The need for increased levels of funding often requires legislative initiatives at the local, State, and federal levels. A primary function of this Partnership is to provide recommendations to the Regional Transportation Council regarding legislative initiatives directed toward increasing transportation funding as well as addressing other related
transportation legislative needs. Members of the Partnership are encouraged to meet regularly with the legislative delegation to discuss these needs.

Project Mediation Subcommittee

The Project Mediation Subcommittee’s responsibility is to examine opportunities for the RTC to facilitate the implementation of transportation improvements through mediation. Projects which are regional in nature, included in the Metropolitan Transportation Plan, and that are opposed by one or more jurisdictions would be candidates for this process. The emphasis of the proposed process is to keep lines of communication open in order to keep a project moving forward and also to avoid litigation.

Transportation and Air Quality Committees and Task Forces

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

Surface Transportation Technical Committee

The Surface Transportation Technical Committee (STTC) reviews, comments on, and prepares recommendations regarding surface transportation planning and development in the Dallas-Fort Worth Metropolitan Area. Membership on the Surface Transportation Technical
Committee is defined by the Bylaws of the Regional Transportation Council. The NCTCOG Executive Board appoints the officers, and members of the Surface Transportation Technical Committee serve at the pleasure of their agencies. The current members of the Surface Transportation Technical Committee are listed in Appendix A. The Committee meets at 1:30 pm on the fourth Friday of each month in the North Central Texas Council of Governments’ Transportation Council Room located on the first floor of 616 Six Flags Drive (Centerpoint Two Building) in Arlington, Texas.

**Air Transportation Technical Advisory Committee**

The Air Transportation Technical Advisory Committee provides technical expertise and review for the general aviation system planning process to the Regional Transportation Council and NCTCOG Executive Board. The general aviation system is the system of airports and heliports in the region that provide for general aviation and air cargo activity. The Committee meets on an as-needed basis in the North Central Texas Council of Governments’ Transportation Council Room located on the first floor of 616 Six Flags Drive (Centerpoint Two Building) in Arlington, Texas.

**Bicycle and Pedestrian Advisory Committee**

The NCTCOG Bicycle and Pedestrian Advisory Committee provides technical expertise, public outreach support, review of regional bicycle and pedestrian planning, and assistance in the selection of bicycle and pedestrian projects funded by the Regional Transportation Council and the Executive Board. Organizations for the Committee are designated through the Surface Transportation Technical Committee. Each designated organization selects and maintains one representative on the Committee. Private-sector representatives and bicycle and pedestrian enthusiasts also attend. The Committee holds quarterly meetings on the third Wednesday during the months of February, May, August, and November in the North Central Texas
D. **Private-Sector Involvement**

The private sector is encouraged, to the maximum extent feasible, to participate in NCTCOG's metropolitan transportation and air quality planning process. Private/public sector partnerships are playing an increasingly important role in the development and implementation of strategies to reduce congestion and improve air quality, as well as in the joint funding of transportation improvements. Private-sector representatives participate directly in the planning process by serving as members on various task forces and coalitions facilitating the various planning disciplines. Several of the Regional Transportation Council subcommittees described previously now include members of the private sector. The NCTCOG Transportation Public Participation Plan is directed toward involving the private sector through various mailings of meeting notices and publications.

In support of the region’s Sustainable Development initiatives, since 2011 the Regional Transportation Council has allocated RTC Local, Regional Toll Revenue, Congestion Mitigation and Air Quality Improvement Program, and Surface Transportation Program-Metropolitan Mobility funds for transportation improvements. A principal requirement for the eligibility of funding in this program is private-sector participation in the funding and implementation of these projects. This very successful funding program forms the foundation for an ongoing dialogue with the private-sector development community regarding opportunities for coordinating transportation and land-use investment decisions to improve mobility and air quality. These discussions are taking place in part through the ongoing process of working with the project developers and local governments toward implementation of these specific projects.
NCTCOG also serves as ex-officio representatives to the Dallas Regional Mobility Coalition and the Tarrant Regional Transportation Coalition, which assist local governments, TxDOT, DART, and FWTA with implementation of transportation improvements in the TxDOT Dallas and Fort Worth Districts.

The UPWP includes support of the North Texas Clean Air Coalition (NTCAC) directed toward bringing the Dallas-Fort Worth nonattainment area into attainment for the ozone standard as quickly as possible. The NTCAC is a volunteer organization staffed by personnel from the North Texas Commission, North Central Texas Council of Governments, Greater Dallas Chamber, Fort Worth Chamber of Commerce, transportation authorities, and the business community. Representatives from these organizations serve on an Executive Board which oversees various outreach and information campaigns directed toward improving air quality for the business community.

In addition to these activities, third-party private contractors play a significant role in providing technical support services in completing work contained in the UPWP. The contracting procedures used by NCTCOG establish standards and guidelines for the procurement of services through third-party contracts. TxDOT and FHWA have approved NCTCOG's procedures for retaining consultants to assist with implementation of the transportation and air quality planning projects included in the UPWP. Copies of NCTCOG's contracting procedures are available upon request. Appendix E contains a current certification of compliance for NCTCOG's contract and procurement procedures.

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

E. Planning Issues and Emphasis

The FY2012 and FY2013 UPWP addresses a number of interrelated multimodal transportation issues aimed at facilitating the implementation of transportation projects and programs to reduce congestion and improve mobility and air quality. The Metropolitan Planning Organization has the continued responsibility of preparing and maintaining the various federal planning requirements including: the Metropolitan Transportation Plan, Congestion Management Process, Transportation Improvement Program, and the Unified Planning Work Program. Each of these areas, together with travel forecasting, information systems, and air quality planning, represent core planning functions of the MPO and will be key areas of emphasis for FY2012 and FY2013.

The Metropolitan Transportation Plan

Mobility 2035: The Metropolitan Transportation Plan for North Central Texas was approved by the Regional Transportation Council in March 2011. Mobility 2035 is a comprehensive, multimodal blueprint for transportation systems and services aimed at meeting the mobility and
financial needs of the Dallas-Fort Worth metropolitan area. It outlines the expenditure of federal, State, and local funds expected to be available for transportation improvements through the year 2035. It also recognizes the heightened awareness of the growing concerns for improved air quality, public acceptance of major transportation facilities, the need for adequate financial resources, and the realization that the management of the transportation system will be critical. The focus for FY2012 and FY2013 will be to coordinate Plan activities and work with federal, State, and local transportation providers to implement the recommendations contained within Mobility 2035, and to aggressively pursue innovative funding strategies in order to improve mobility, air quality, and quality-of-life goals. An update to the Mobility 2035 Plan and associated air quality conformity determination is anticipated.

**Transportation Funding Initiatives, Partnership Programs, and Innovative Financing Strategies**

Lack of available funding to meet critical transportation needs in the region remains a significant issue. Efforts to identify opportunities for increased revenue for the implementation of transportation improvements that result in enhanced mobility in the region will be conducted. A key initiative will be focused on working with the region’s transportation providers to move forward with implementation of transportation financing tools authorized by the Texas Legislature. Advancing the Regional Transportation Council’s partnership programs with transportation providers and local governments will be pursued, including various Calls for Projects in conjunction with funding available from SAFETEA-LU and available revenue from the innovative financing tools authorized by the Legislature.

**Transportation System Operation**

Commuter traffic has become the number one concern of area travelers. Increasing traffic congestion and the resulting vehicle emissions are major problems in the region. Faced with
growing travel demand and limited resources, it is important that operational management and travel demand reduction strategies are utilized. Although major capital investments are needed to meet the growing travel demand, operational management and travel demand reduction strategies complement major capital recommendations. The results are a more efficient and effective transportation system, increased mobility and leveraging of resources. Efforts will focus on implementation and monitoring of operational management and travel demand reduction strategies to maximize the capacity of our existing transportation system.

**Regional Travel Survey**

Travel forecasts and the information system needed to support the travel forecasting process are critical building blocks in NCTCOG’s metropolitan planning process. During Fiscal Years 2012 and 2013, a major emphasis area will be the Regional Travel Survey. Survey efforts will include household, workplace/special generator, regional transit origin-destination, commercial vehicle, and airport data collection. Data collection initiatives will include traffic speed and counts on major roadways and bus travel times.

**Expedited Project Delivery**

As regional roadway and freight/passenger rail projects continue to increase in complexity, scope, and impacts, the MPO has expanded its involvement beyond its current planning and programming functions in order to improve project delivery in the region. An emphasis in FY2012 and FY2013 will be to continue the technical assistance for local, regional, State, and federal partners to expedite the environmental clearance and implementation of major transportation projects, particularly those which deal with multiple transportation modes concurrently.
Coordination of Transportation and Environmental Planning Processes

Environmental stewardship in transportation is a key emphasis of SAFETEA-LU and is reflected through NCTCOG’s efforts to improve coordination between the long-range transportation planning and conservation planning processes. These efforts are intended to achieve benefits by incorporating environmental and community values into transportation decisions early in the transportation planning process and identify strategies to carry these considerations through project development, design, and construction. NCTCOG’s enhanced review and consultation on potential environmental impacts earlier in the transportation planning process supports a decision-making process that minimizes duplication of effort, promotes environmental stewardship, and reduces delays in project implementation. Consulting with natural, cultural, and historic resource agencies to identify key environmental issues and the identification of potential environmental mitigation strategies for transportation impacts is the emphasis for NCTCOG in the FY2012 and FY2013 timeframe and is carried out through several programs.

Bicycle and Pedestrian Planning

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

The Dallas-Fort Worth Metropolitan Area is the largest metropolitan area of the United States without direct access to a seaport. As a result, a much greater burden is placed on the rail, trucking, and aviation modes for the shipment of commodities to, from, and through the area. This emphasis area addresses the impact of truck traffic, rail freight, and other freight movement issues in and throughout the region.

General Aviation Planning

Building on the completion of the Regional General Aviation and Heliport System Plan for North Central Texas, funded by the Federal Aviation Administration (FAA), activities will focus on providing support for the Plan recommendations and assisting in the development of the North Central Texas regional general aviation system. Input to the plans and documents published by the FAA and TxDOT will be included. In addition, NCTCOG will assess the impact of aviation activity on surface access to aviation facilities and associated improvement needs. This includes ground cargo movements to and from airports and land-use implications surrounding aviation facilities. This emphasis area also includes the facilitation of aviation education program development and the need to protect regional military assets from the effects of urban development.

Safety and Security in the Transportation Planning Process

Safety and security of our transportation system is a national priority and is a key emphasis of SAFETEA-LU. Data collection, analysis, training, education, and enforcement are key aspects of improving transportation system safety and security. The FY2012 and FY2013 UPWP includes activities intended to reduce injuries and fatalities, improve overall system security and reduce incident clearance times on freeways and toll ways.
Management and Operations

Since the Regional Transportation Council funding of Management and Operations initiatives in 1999, the Metropolitan Planning Organization’s role in Management and Operations has continued to expand. These projects, oriented towards addressing the need for reducing traffic congestion and improving air quality, focus on making better use of existing resources to address regional transportation needs. A continued emphasis of NCTCOG staff in FY2012 and FY2013 will be on the implementation of the Management and Operations initiatives.

Funding and Technical Assistance Policies

As part of the FY2012 and FY2013 UPWP approval process, the Regional Transportation Council and the NCTCOG Executive Board reaffirmed the policies shown in Exhibit I-5 to guide the allocation of transportation planning funds.
EXHIBIT I-5
UNIFIED PLANNING WORK PROGRAM POLICIES

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

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

➢ The Texas Department of Transportation (TxDOT) will assist NCTCOG in funding activities related to the preparation of travel forecasts to support TxDOT freeway and high occupancy vehicle lane studies, including work requested under House Bill 3588 regarding Comprehensive Development Agreements.

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

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

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

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

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

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

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

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

➢ Surface Transportation Program—Metropolitan Mobility, Congestion Mitigation and Air Quality Improvement Program, Regional Toll Revenue, and RTC Local funds may be used by NCTCOG to augment Unified Planning Work Program funds.
MPO Staff Organization

In order to conduct this comprehensive multimodal transportation and air quality planning process, the NCTCOG Transportation Department, serving as the staff of the MPO, is organized into 11 functional program areas as illustrated in Exhibit I-6. Each of these program areas is assigned staff in areas of expertise, skill, and specialization that best facilitates the needs of each program area. Program Managers oversee the activities in each of these areas and serve as the principal point of contact with the public, local governments, and transportation agencies.

EXHIBIT I-6

NCTCOG TRANSPORTATION PROGRAM AREAS

(1) Community Outreach
(2) Transportation Project Programming
(3) Congestion Management and System Operation
(4) Transportation Planning
(5) Air Quality Planning and Operations
(6) Travel Model Development and Data Management
(7) Aviation Planning and Education
(8) Fiscal Management
(9) Program Administration
(10) Streamlined Project Delivery
(11) Transit Operations
II. Task 1 – Administration and Management

A. Objective

Coordination, communication, and management tasks essential to maintaining the planning process are included in Administration and Management. The preparation and circulation of information relevant to regional transportation policy are major components of this element. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) places emphasis on public involvement in the metropolitan transportation planning process, including the Metropolitan Transportation Plan and Transportation Improvement Program development, which is addressed in this Work Program area. Outreach efforts to ensure compliance with Title VI of the 1964 Civil Rights Act are also funded in this task. Development and maintenance of the Unified Planning Work Program (UPWP); publication of It's Your Region and Local Motion articles, the Metropolitan Planning Organization's newsletter, Mobility Matters, and other public information, reports, and documents; and support to the Regional Transportation Council (RTC), the North Central Texas Council of Governments' (NCTCOG's) Executive Board, and associated technical committees are also components of this task. Appendix G contains the Public Participation Plan which includes a summary of ongoing public outreach activities, many of which are funded through this task. Publication of Regional Mobility Initiatives, an educational report series begun in Fiscal Year (FY) 1996 aimed at informing the public about the ongoing transportation planning activities and air quality programs of the Metropolitan Planning Organization (MPO), is anticipated to continue in FY2012 and FY2013.
II. Task 1 - Administration and Management

Overall direction of planning activities is included in this element, together with such necessary grant administration tasks as personnel management and training, purchasing, contract development, and auditing. Also included in this task is management of computer resources and computer hardware requests necessary for transportation planning at the local level. The University Partnership Program, which draws upon the State's academic institutions to assist MPO staff in addressing major transportation and air quality planning initiatives in North Central Texas, and opportunities to advance student interest in transportation careers, are also included in this Work Program area.

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

Transportation Department program areas (1) Community Outreach, (8) Fiscal Management, (3) Congestion Management and System Operation, and (9) Program Administration support Work Program Task 1.

B. Expected Products

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

C. **Previous Work**

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

During Fiscal Years 2010 and 2011, staff:

- Revised the Public Participation Plan to include, as attachments, a Language Assistance Plan and Title VI Complaint Procedures. Other revisions addressed the growing region, changing communication trends and suggestions received from the public.
- Enhanced communication and outreach by adding new strategies such as social media; redesigned, more widely distributed State-of-the-Region report; and a live chat on The Dallas Morning News Web site, among others, while continuing already established communication and outreach efforts.
- Monitored activity in the Texas Legislature and United States Congress as it relates to the Metropolitan Planning Organization functions and served as a liaison to legislative and congressional offices requesting information. Staff also assisted Regional Transportation Council members who established and communicated federal and state legislative priorities.

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

During Fiscal Years 2010 and 2011, staff:

- Staff supported and attended monthly meetings of the NCTCOG Executive Board, Regional Transportation Council, and the Surface Transportation Technical Committee.
- Prepared annual reports on Unified Planning Work Program project performance and expenditures for FY2009 and FY2010; processed periodic modifications to the FY2010 and FY2011 Unified Planning Work Program, and developed a new FY2012 and FY2013 Work Program.
- Developed budgets and monitored expenditures, and conducted contract procurement, execution, and management activities.
- Carried out general office management and personnel actions.
- Participated in meetings of the Association of Metropolitan Planning Organizations (AMPO).
- Hosted transportation and Geographic Information System courses and webinars/briefings for local government and transportation provider professionals, as well as for NCTCOG staff.
Deployed the approved computers, printers, and plotters planned for the period. Staff and TransCAD lab computers are all current and use standardized software and selected and approved specialty software.

Provided technology support for computing equipment and software trouble-shooting, for audio-visual and video-teleconferencing requirements of regular and special meetings, for training in the use of standard equipment by selected staff, and for evaluating and planning new and advanced applications of technology.

Supported the requisition and record-keeping of approved purchases for hardware and software, and interfaced with other NCTCOG departments concerning standards and records.

Completed seven University Partnership Program partnership initiatives.

Completed seven University Partnership Program partnership initiatives.

Expanded the University Partnership Program to add six new initiatives.

**Administration of Implementation Initiatives (Implementation)**

During Fiscal Years 2010 and 2011, staff:

- Executed agreements and facilitated payments to local partners for project implementation.
- Expanded tracking and reporting systems for management of projects and project funding.
- Coordinated development of an agreement template and reporting process for Sustainable Development projects funded with Regional Toll Revenue funds.

**D. Subtasks**

The following subtasks address Administration and Management:

**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 media.

To comply with Title VI of the Civil Rights Act 1964, Executive Order 12898, and the US Department of Transportation Order on Environmental Justice, the public involvement process identifies minority and low-income populations and ensures full and fair participation in the transportation decision-making process for all individuals—regardless of age, color, race,
disability, gender, income level, national origin or religion. Each public meeting series includes day and evening meetings and meeting locations throughout the region that are accessible to individuals with disabilities and often near public transportation. 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 participating in community events such as Earth Day celebrations, environmental fairs, and bicycle rallies, among others.

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.

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.

To enhance and support NCTCOG's Transportation Department community outreach, staff will continue to research multimedia and other outreach strategies. Effectiveness and feasibility will be evaluated as staff considers enhanced social media, internal or external Web casting, video filming and editing, podcasting, and local cable broadcasting among other strategies. Staff will also continue to seek new ways to inform and involve traditionally underserved populations.

Transportation-related information, including draft environmental documents sent to the MPO, is also available to the Regional Transportation Council and its technical committees, staff, elected officials, students, and members of the general public through 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.

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.

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 and state 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.

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

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

Program Administration – This element includes preparation and revision of the Unified Planning Work Program, as well as the preparation of annual performance and expenditure reports. Items 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 element 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. Local funds will be utilized to support activities in this area that are not eligible for federal reimbursement.

Computer Resource Management and Equipment Purchases - This element 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 element 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, $30,000 for both years of Webcasting 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, and office applications), analytical software for other traffic engineering, project scheduling, graphics, statistical, and database applications. 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:

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<th>NO.</th>
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<td>71</td>
<td>Microcomputer systems (desktop, workstations, portable)</td>
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<td>2</td>
<td>Black-and-white laser printers for network group usage</td>
<td>$10,000</td>
</tr>
<tr>
<td>5</td>
<td>Small local laser printers for envelopes, letterhead and labels</td>
<td>$5,000</td>
</tr>
<tr>
<td>12</td>
<td>High-end microcomputer systems (desktop, workstations, portable) for TransCAD production processing</td>
<td>$180,000</td>
</tr>
<tr>
<td>5</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 productions of committee and public meetings, including initial setup and training for the services</td>
<td>$166,000</td>
</tr>
<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>
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</tr>
<tr>
<td>---</td>
<td>Data collection devices for bus and rail transit vehicles</td>
<td>$150,000</td>
</tr>
<tr>
<td>---</td>
<td>Data collection devices for transportation surveys</td>
<td>$150,000</td>
</tr>
<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>
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<tr>
<td>---</td>
<td>Licenses to traffic simulation and Assignment software packages (two “TransModeler” and one “DTA” dynamic)</td>
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<td>---</td>
<td>Two years of software support by Caliper and specific renewal for the 40 TransCAD licenses</td>
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<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 most recent 12 months of indexed recall of archived meetings</td>
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<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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### Task 1 - Administration and Management

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<th>DESCRIPTION</th>
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<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>
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<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>
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**Committee Support** – This item 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.

**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 element 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.

**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 with Transportation Planning Funds.

**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 element.

1.03 Administration of Implementation Initiatives (Implementation)

This Work Program 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, Regional Toll Revenue, and Regional Transportation Council (RTC) Local funds.

E. Funding Summary

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¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables. Estimates based on prior authorizations; approvals are made contingent upon legislation for continued funding.
II. Task 1 - Administration and Management

Task 1.0 Funding Summary
III. Task 2 – Transportation Data Development and Maintenance

A. **Objective**

The FY2012 and FY2013 Unified Planning Work Program (UPWP) includes funding for the continued development of travel and air quality data, and the refinement and application of the demographic, travel demand forecasting, and air quality models used to support regional transportation and air quality planning activities. Transportation Department program areas (3) Congestion Management and System Operation and (6) Travel Model Development and Data Management support this Work Program task. Included in these activities are the maintenance and improvement of the Dallas-Fort Worth Regional Travel Model, support of TransCAD for use by local governments, organization and use of travel-related data collected in previous years (including surveys and traffic counts), and the initiation of new data collection activities and surveys. Continued emphasis will be placed on integrating the NCTCOG Geographic Information System (GIS) into the regional transportation planning process. Development of a Capital and Operational Asset Management System will also receive focus.

Efforts will continue on monitoring demographic growth activity in the region and refining demographic forecasting techniques. Activities will include the maintenance and dissemination of demographic data to support transportation planning efforts. The creation of alternative future development scenarios to test the impact of different development trends on the transportation system will be included.

B. **Expected Products**

The products of the Transportation Data Development and Maintenance task focus on technical data and information needed to support the travel forecasting, and transportation and air quality planning process, including technical support provided to the Texas Department of Transportation (TxDOT), Dallas Area Rapid Transit (DART), Denton County Transportation...
Authority (DCTA), and the Fort Worth Transportation Authority (FWTA) (as users of the Dallas-Fort Worth Regional Travel Model) and local governments using TransCAD. Products from each subtask are provided in the subtask descriptions.

C. Previous Work

Travel Forecasting Support (Planning)

During Fiscal Years 2010 and 2011, staff:

- Maintained and improved the Dallas-Fort Worth regional travel model software application (DFX). This included training, support, and enhancement of reports and programs in response to users’ needs.
- Developed and implemented new vehicle ownership and mode choice models based on 2007-2008 transit surveys.
- Developed new toll road revenue analysis tools for time-of-day toll, congestion pricing, and managed lanes evaluation. These tools are used in financial evaluation of the proposed facilities.
- Developed new transit model for local, regional and federal transit alternatives analysis. The model is used to compete in Federal Transit Administration (FTA) Discretionary funding program, New Starts.
- Developed aviation forecasts for use in regional general aviation plan.
- Coordinated with transit agencies, TxDOT districts, and TxDOT Transportation Planning and Programming Division with regard to data collection, data acquisition, and travel model development activities.
- Planned and coordinated data collection and survey efforts for Commercial Vehicle, Workplace, and Special Generator surveys to be implemented in FY2012.
- Performed Traffic Analysis Zone delineation for the 16 counties in the North Central Texas region in coordination with TxDOT in response to AASHTO’s Census Transportation Planning Product (CTPP) national call for participation.
- Maintained local and national presence in modeling and data community through presentations at various conferences and publications.

Information Systems and Data Management (Planning)

During Fiscal Years 2010 and 2011, staff:

- Improved the multi-user graphic interface that displays detailed traffic count data over the Internet with the addition of dynamic charts and better query tools.
- Continued compiling transportation measures, and gasoline consumption and gas price data on a monthly basis, and improved the Web page that displays this data. The
measures considered are: transit ridership, riders on HOV lanes, transactions at toll booths, vanpools, and traffic counts at permanent Automatic Traffic Recorder stations.

- Continued compiling traffic count data from cities and local agencies, and implemented temporal and spatial quality control checks.
- Updated the inventory of signalized intersections and at-grade railroad crossings based on the 2009 aerial photos.
- Developed and launched two publicly accessible Web pages to display data associated with the inventory of traffic control devices and usage of HOV facilities.
- Performed several analyses of traffic count data for partner agencies, the general public, and NCTCOG staff.
- Developed new Web applications, including aviation education speakers bureau and career goals Web sites, Metropolitan Transportation Plan amendment form and project information, online interactive Request for Proposals/Request for Qualifications vendor Web form and Request for Proposals/Call for Projects tools, freight planning and Clean Cities surveys, and customized meeting registration pages. Uses of an event registration service and online social media tools were also established.
- Enhanced existing Web applications, including the transportation provider inventory, clean fleet vehicle policy (CFVP) compliance verification process, air quality usage reporting system, NAS JRB Regional Coordination Committee (RCC) online development review, and Try Parking It alternative commute Web site.
- Maintained and improved the overall Transportation Department Web site, including training and support of Web site editors, monitoring of Web site usability and performance, upgrades to Web-related software, improvements to Web site accessibility for disabled populations, and participation in agency and departmental Web site committees. Planning and introductory activities for several additional items were undertaken, namely a comprehensive Web site redesign, use of Microsoft Customer Relationship Management software, implementation of Microsoft SharePoint, and development for mobile devices.
- Provided Geographic Information Services (GIS) assistance to departmental staff and external parties, including creating maps, performing analyses, supplying data, developing tools, and providing technical assistance.
- Performed various GIS coordination activities, including improving the management/organization of data, monitoring usage, coordinating training opportunities, promoting effective use, and participating in agency efforts.
- Continued planning activities for development of a transportation asset inventory system, such as conducting a self-assessment of current practices, identifying goals and policies, and establishing an asset management plan.
- Continued the processes of obtaining information about best asset management practices and examining tools for storing and analyzing asset data.
- Continued steps to determine what asset data is readily available from internal and external sources, prioritize the asset data (asset types, attributes, etc.), and collect and organize asset data.
- Conducted preliminary planning and coordination activities for the aerial photography effort.
Demographic Forecasts and Development Monitoring (Planning)

During Fiscal Years 2010 and 2011, staff:

- Developed in-house demographic forecasting modeling tool.
- Developed regional demographic forecasts for 2010 to 2040. The forecast development process incorporated local inputs from cities and agencies. These forecasts are used in analysis of transportation projects in the 12-county planning area.
- Compiled and provided support for use of Census Bureau American Community Survey (ASC) and 2010 Decennial Survey to Transportation Department staff.
- Acquired and purchased employment, tax parcel, population, and development permits data from various sources.
- Studied current demographic and land-use model technologies to develop a program for a new generation of land-use models.
- Continued to work with RIS to maintain and update demographic information as necessary, and produced demographic data for input into the transportation planning process.
- Responded to demographic data requests and queries from various agencies and individuals.
- Continued to coordinate with RIS in tracking and summarizing development trends in the region by development type and location on the analysis of mixed-use, infill, auto-oriented, and pedestrian-type developments.
- Continued development of new alternative demographic forecast scenarios.
- Supported the Vision North Texas (VNT) initiative by providing base model-run data and five additional Alternative Future Scenarios: Business as Usual, Connected Centers, Return on Investment, Diverse and Distinct Communities, and Green Region.
- Incorporated the analysis from the VNT alternative demographic forecast scenarios into the Mobility 2035 Plan process and document.
- Created alternative demographic model runs for the University of North Texas-Dallas Area Context Sensitive Transportation Study in partnership with the City of Dallas.

D. Subtasks

The following subtasks address Transportation Development and Maintenance:

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 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 element 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. Support activities involve maintenance of the software and hardware of the modeling system, documentation, training of internal and member agencies’ staff, and assisting consultants who are providing service to the regional projects. This element 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 and University Partnership Program assistance may be utilized.

This element also covers advanced transit studies that include improvements on transit data collection methods and innovative methods of conducting transit surveys. 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 study to investigate the change in travel patterns in response to changes of price on tolled facilities will be conducted. Activities will include a congestion pricing before-and-after study. The study results will be used in the travel model as an analytical tool to help evaluate policy decisions. Consultant and University Partnership Program assistance are anticipated for this project. Surface Transportation Program–Metropolitan Mobility (STP-MM) funds will be used.

Regional Traffic and Travel Data Collection – This element provides for traffic and travel data collection and surveys. The survey initiatives include a boarding and alighting survey for the Fort Worth Transportation Authority, as well as household, workplace/special generator, commercial vehicle, airport, and regional transit origin-destination surveys. Data collection initiatives include traffic speed and counts on major roadways, and bus travel times. These 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 initiation year.

<table>
<thead>
<tr>
<th>Data Collection or Survey</th>
<th>FY2012</th>
<th>FY2013</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Household</td>
<td>●</td>
<td></td>
<td>STP-MM</td>
</tr>
<tr>
<td>Airport</td>
<td></td>
<td>●</td>
<td>STP-MM</td>
</tr>
<tr>
<td>Workplace/Special Generator</td>
<td>●</td>
<td></td>
<td>TxDOT</td>
</tr>
<tr>
<td>Traffic Counts and Speed</td>
<td></td>
<td>●</td>
<td>STP-MM</td>
</tr>
<tr>
<td>Commercial Vehicle</td>
<td>●</td>
<td></td>
<td>TxDOT</td>
</tr>
<tr>
<td>Bus Travel Time/Boarding and Alighting</td>
<td>●</td>
<td></td>
<td>FTA</td>
</tr>
<tr>
<td>Congestion Pricing</td>
<td>●</td>
<td></td>
<td>STP-MM</td>
</tr>
<tr>
<td>Regional Transit Origin-Destination</td>
<td></td>
<td>●</td>
<td>STP-MM/TPF</td>
</tr>
</tbody>
</table>

NCTCOG will coordinate these separate surveys to create cost-effective and consistent data collection efforts. The methods of conducting data collection and surveys depend on the available technology at time of the study. It is anticipated that some equipment purchases or leases will be needed. Based on current technology, Global Positioning System (GPS) devices, Radio Frequency (RF) units, and automatic people counters (APCs) are envisioned to increase the accuracy of the results and may be purchased.

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 integration system will be an important part of this subtask. 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 devices, travel time contours, travel times on corridors, historical data of transportation-related measures and gasoline consumption, Census and American Community Survey data, correlation of variables, and the transfer to the travel model networks of the traffic counts collected as part of the 2009 TxDOT Saturation Counts Program.

Integrated Transportation Information System – Existing transportation datasets will be transferred from their original files into spatial SQL Server databases.

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.

Internet/Intranet Tool Development – The activities of this element are centered on the iterative aspects of research, development, and deployment of usable Web-based applications and accessible data for a variety of MPO projects and partners. Staff work in this area is associated with projects that have a direct impact in the regional development of transportation and the regional stewardship of improved air quality. Staff is also dedicated to the application of Internet tools to improve efficiency and public participation.

This element includes both the improvement of existing Internet/Intranet applications and the creation of new ones. Examples of these systems include the Try Parking It alternative commute application, the Transportation Provider Inventory, Mobility Plan project information, Electronic Requests for Proposals, and various query and mapping applications. Systems for querying potential funding sources and displaying safety and/or infrastructure data may be completed and deployed during this time period. Staff also plans to assist with development of a variety of additional Web content.

In addition, this element seeks to increase the usability of the Internet and Intranet sites by enhancing accessibility by special populations and providing more interactive user experiences. Staff efforts are still dedicated to an internal audit of Web standards and applications, and staff is actively pursuing improved navigation/search capabilities.
III. Task 2 – Transportation Data Development and Maintenance

Staff will continue to make contributions to agency efforts to redesign NCTCOG’s Web site, including improvement of the overall visual architecture and establishing a baseline return-on-investment (ROI) for determining improved efficiency. A great interest to Web tool development elements are the contributions made to the overall Web publishing and workflow routines, which have the potential to change the way data is both received and transmitted.

Efforts to maximize the benefits of an agency enterprise agreement with Microsoft, including the integration of new technologies such as Microsoft CRM and SharePoint, will be made. Staff will also continue to explore options with regard to broadcasts of committee meeting video and audio files, as well as improvements and training in the development of mobile applications as needed.

Finally, this activity includes coordination of Web site edits and updates, general Web site maintenance and monitoring activities, the use of Web-based analytics to improve and optimize tools and access, security improvements, and software upgrades.

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. Work items that may be completed include initiatives to improve the management and organization of internal GIS data, enhance the GIS resources available to staff, advance the mapping functionality available through the agency Web site, and augment the use of GIS visualization techniques. Additional items may include development of GIS scripts, models, and applications to improve workflows and provide enhanced functionality. Finally, staff will continue to coordinate GIS training opportunities and participate in agency GIS efforts.

Capital and Operational Asset Management System – This element will continue development of an Asset Management System that will ultimately help the North Central Texas region maintain a successful balance of preserving, upgrading, and replacing transportation assets. The element will proceed with obtaining information about best asset management practices and examining tools for storing and analyzing asset data. Steps to determine asset data that is readily available from internal and external sources, prioritize the asset data (asset types, attributes, etc.), and collect and organize the asset data will continue. Efforts may also include making this data accessible (to the department, agency, external agencies, and/or public), performing analyses of the asset management data, investigating options for collecting additional data (which may include development of regional strategies), and implementing techniques to increase awareness of the Asset Management System.

Regional Aerial Photography – This project will produce high-resolution color digital orthophotography for areas of North Central Texas. The coverage extent will likely include portions of Ellis, Hood, Hunt, Johnson, Kaufman, Parker, and Wise Counties; these areas are within the 12-county Metropolitan Planning Area and are not covered by a separate NCTCOG cooperative purchase in 2011. Data will be collected using a high-resolution aerial mapping camera and a high-accuracy Global Positioning System. Digital orthophotos will be created using industry-accepted procedures and standards, and image accuracy will be ensured through ground control and surface integration. The resulting photos will be used for a wide variety of planning purposes, including improvements to travel demand modeling, corridor alignment planning, outer loop planning, and population/employment change tracking. In addition, there may be some enhanced aerial photography needs specifically for aviation.
III. Task 2 – Transportation Data Development and Maintenance

planning purposes. This task will be supported through Surface Transportation Program—Metropolitan Mobility funds and local funds.

2.03 Demographic Data and Forecasts (Planning)

Current demographic estimates are developed 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 RIS and Transportation Departments. Consultant or University Partnership Program assistance may be requested to assist with this subtask. Some software programs and databases may be purchased.

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, technical support by RIS to assist with other transportation projects, and monitoring regional growth through data collection of new residential development, acquisition of employer database from public and private sources, acquiring land-use data, and creating organized databases for these data for transportation and land-use analysis.

Monitoring Regional Development Trends – Annual monitoring of demographic activities in the Dallas-Fort Worth region to support NCTCOG’s transportation information systems is included in this element. Key to this task will be work toward creating and maintaining relationships with partner agencies, local governments, and private-sector entities to streamline and automate the development monitoring process. This item also includes 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. This item will also include analysis and quality control of the new parcel-level population, employment, and land-use estimates.

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 with regional travel model, maintenance of the existing model, documentation, and training. Forecast development includes coordination with local governments and the State for future forecasts.

Studies of Alternative Futures – Funding is included in the UPWP to assess 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 the potential impact in the region.

E. Funding Summary

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1 Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables. Estimates based on prior authorizations; approvals are made contingent upon legislation for continued funding.
IV. Task 3 – Short-range Planning and Programming, and Air Quality and Transit Operations

A. Objective

The current transportation funding bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFE TEA-LU), reaffirmed and expanded the role of the Metropolitan Planning Organization (MPO) prescribed in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21). The MPO continues to serve as a cooperative partner with the Texas Department of Transportation (TxDOT), local governments, North Texas Tollway Authority (NTTA), Collin County Toll Road Authority (CCTRA), and transportation providers to identify, evaluate, select, and prioritize transportation projects to be included in the Transportation Improvement Program (TIP). The Regional Transportation Council (RTC) and the North Central Texas Council of Governments’ (NCTCOG) staff will be involved in the monitoring and implementation of the TIP, as well as funding initiatives to select projects using Surface Transportation Program—Metropolitan Mobility (STP-MM) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. In addition, the MPO coordinates the selection of projects funded with Metro Corridor and Texas Mobility Funds, along with the proceeds of public-private toll projects (Regional Toll Revenue funds). An anticipated element will be the further refinement and monitoring of projects funded through these programs. Because of continued MPO involvement in the project selection
process, a major emphasis area of the FY2012 and FY2013 Unified Planning Work Program (UPWP) will be project programming and monitoring.

The Clean Air Act Amendments of 1990 and SAFETEA-LU integrate transportation and air quality planning activities at local, state, and federal levels. In December 2010, the Dallas-Fort Worth region was reclassified as a “serious” ozone nonattainment area and, therefore, requires a favorable transportation conformity determination for implementation of transportation projects and programs utilizing federal funds. Mobile Source Emission Reduction Strategies (MoSERS) must be evaluated for effectiveness through the State Implementation Plan and transportation conformity. Monitoring and reporting systems will be employed to ensure air quality objectives are met. Programs addressing the demand for mobility, the transportation supply, and the importance of new technology are included as part of a coordinated and comprehensive planning approach to the region's air quality problem. In addition to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) support, funding from the Texas Commission on Environmental Quality (TCEQ) is also provided to support the air quality subtasks. A significant portion of the FY2012 and FY2013 UPWP is dedicated to providing continued support for planning associated with improving and expanding public transportation in the Dallas-Fort Worth area. These efforts include projects in support of Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (FWTA), and the Denton County Transportation Authority (DCTA), as well as planning initiatives directed toward new transit services in the region.

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

Transportation Department program areas (2) Transportation Project Programming, (4) Transportation Planning, (5) Air Quality Planning and Operations, and (11) Transit Operations support this Work Program task.

B. Expected Products

Products of Task 3, Short-range Planning and Programming, and Air Quality and Transit Operations are the result of ongoing transportation planning, air quality planning, and transportation improvement programming activities. Many of these are annual activities, such as the preparation of the Transportation Improvement Program, transportation conformity analysis and emission inventories, and support of various air quality improvement initiatives. Detailed products from the subtasks are included in each of the following subtask descriptions.

C. Previous Work

Transportation Project Programming (Planning)

During Fiscal Years 2010 and 2011:

- The 2011-2014 TIP was completed and submitted to State and federal review partners for approval.
- Staff continued the refinement of the 2008-2011 TIP/STIP and began refinement of the 2011-2014 TIP/STIP through quarterly TIP/STIP modification cycles.
The Kaufman County RTR Funding Initiative was completed resulting in approximately $78 million in additional projects funded in Kaufman County.

Work began on the SH 161 Funding Initiative/Strategic Partnership with TxDOT.

Staff coordinated with TxDOT and transit providers to submit the Annual Project Listing, which is a comprehensive list of all obligated funds.

Staff continued reporting and tracking efforts for almost one billion dollars in American Recovery and Reinvestment Act funding for transportation projects in the Dallas-Fort Worth region.

Staff continued to improve the region’s project tracking tools.

Regional Toll Revenue projects were monitored closely to ensure compliance with RTC-approved funding levels and scopes.

Regional Air Quality Planning (Planning)

During Fiscal Years 2010 and 2011, staff:

- Conducted an air quality analysis of Mobility 2035 and the 2011-2014 Transportation Improvement Program (TIP) – 2011 Amendment, provided air quality benefits for Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects processed through the quarterly TIP modification cycle, and performed emission quantification for all projects listed in the 2007, 2008, and 2009 CMAQ annual report and submitted these to the FHWA tracking system.

- Developed MOBILE6 and MOVES2010a On-Road Emission Inventory to support the Texas Commission on Environmental Quality’s photochemical modeling efforts for attainment demonstration State Implementation Plan (SIP) and Reasonable Further Progress SIP and developed annual emissions inventories and activity data for all airports in the 12-county DFW area.

- Provided assistance for the North Texas Clean Air Steering Committee on various air quality issues related to oil and natural gas production activities; performed a comprehensive review of emission reduction strategies from all sources to incorporate into the 8-hour reclassification SIP; addressed all technical and research assistance requested by local municipalities, State, and federal government agencies, RTC representatives, and others; conducted sensitivity analysis and provided comments to EPA on its latest emission models used in regional air quality planning; completed numerous Mobile Source Air Toxics (MSAT) emission evaluations for inclusion into National Environmental Policy Act documents.

Air Quality Inspection and Maintenance Programs (Implementation)

During Fiscal Years 2010 and 2011:

- NCTCOG continued administering the AirCheckTexas Drive a Clean Machine Program for Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, and Tarrant
Counties. The Program replaced nearly 13,000 vehicles and repaired 5,660 vehicles, accomplishing the region’s 25,000th replacement and 25,000th repaired vehicle.

- NCTCOG increased public awareness through education, outreach, and established partnerships including a targeted advertising campaign, staff involvement at numerous community events, and banner distribution to participating vendors about assistance available for their customers.
- Staff continued refining on-site auditing and monitoring procedures of participating vendors to ensure compliance and maintain program integrity.
- NCTCOG continued expanding the Regional Emissions Enforcement Program by increasing participation from additional counties including Denton, Johnson, Parker, and Tarrant, as well as other regions across the State. Efforts also continued to expand, improve, and refine the NCTCOG Emissions Database for law enforcement personnel and staff performed numerous analyses to help identify fraudulent activity.
- NCTCOG continued administering the Regional Smoking Vehicle Program by issuing educational material about the AirCheckTexas Drive a Clean Machine Program and the importance of proper vehicle maintenance to over 11,000 reported vehicle owners.
- Staff completed the Enhanced Remote Sensing Performance-Based Pilot Program and continues to make various recommendations to enhance the State’s remote sensing program based on the results. The pilot program also confirmed the need for the State’s Inspection and Maintenance Program to include diesel vehicles since results revealed light-duty diesel vehicles had almost five times higher nitrogen oxide emissions than gasoline vehicles.

Air Quality Policy and Program Development (Implementation)

During Fiscal Years 2010 and 2011, staff:

- Created the Electric Vehicles North Texas stakeholder group.
- Received four additional competitive grants to implement technology improvements in North Central Texas.
- Awarded $14.6 million in grant funds to regional subgrantees for clean vehicle and technology projects.
- Achieved adoption of the Regional Transportation Council Clean Fleet Vehicle Policy by the 100th North Central Texas entity.
- Achieved adoption of the Locally Enforced Idling Restrictions by the 26th North Central Texas entity.
- Initiated the Clean Construction Demonstration Project.
- Began efforts to establish a Freight Efficiency Outreach Center.
- Signed a Memorandum of Understanding with national Project Get Ready program for transportation electrification.
- Joined the Advisory Board of “Plug-In Hybrid Electric Vehicles/Electric Battery Vehicles: Transportation and Electricity Convergence” collaborative research center.
Transportation and Air Quality Communications (Implementation)

During Fiscal Years 2010 and 2011, staff:

- Continued support for Air North Texas, including recruiting partners (currently there are 21), creating educational materials, placing advertisements, and quantifying campaign elements.
- Provided assistance to the first Air North Texas Clean Air Action Day held on July 7, 2010, from 7 am to 7 pm (7-7-7-7), challenging residents to make one simple change during this timeframe that would help improve air quality.
- Supported the North Texas Clean Air Coalition (NTCAC), as outlined under the Memorandum of Agreement between NTCAC and NCTCOG, and continued participation on its Business Community Outreach Committee and Executive Board.
- Provided education and technical assistance regarding alternative fuel and advanced vehicle technologies and programs by meeting or exceeding all deliverables outlined in the contract with the US Department of Energy/Research Development Services/Leonardo Technologies, Incorporated.
- Helped design and participate in the National Clean Fleets Partnership, which was announced by President Obama on April 1, 2011.
- Continued to plan and host training and workshops associated with the US Department of Energy’s Clean Cities 2009 Petroleum Reduction Grant Projects.

Public Transportation Planning and Management Studies (Planning)

During Fiscal Years 2010 and 2011, staff:

- Participated in Southwest-to-Northeast Rail Corridor Study with alternatives analysis and travel demand modeling.
- Conducted rail corridor analyses that resulted in projects being included in Mobility 2035.
- Coordinated planning efforts with local transit agencies.
- Provided modeling support and technical analysis for transit corridors.
- Communicated the Mobility 2035 recommendations at public meetings.
- Facilitated modifications to the annual Program of Projects through the quarterly TIP/STIP revision cycles and assisted transit providers in developing projects for the 2011-2014 TIP.
- Hosted Annual Transit Provider meeting to announce FY2011 funding amounts and presented items of federal, State and local interest.
- Monitored federal transit grants for consistency with programming by the Regional Transportation Council.
- Executed $100,000 grant from TxDOT to continue coordination planning activities.
- Actively participated in and provided technical assistance to localized coordination efforts occurring in Dallas, Tarrant and Hunt Counties.
- Developed process and schedule to update the North Central Texas Regional Public Transportation Coordination Plan.
- Worked with transit management consultant and funding partners to complete technical assistance planning study for Collin County Area Regional Transit to address operational and financial planning issues.
- Partnered with Public Transit Services and the Texas Department of Transportation to draft a scope of work for an FY2011 short-range planning study in Parker County.
- Assisted subrecipients in identifying local planning needs.
- Completed the Regional Vehicle-for-Hire Study and presented recommendations to Policy Workgroup.
- Developed a regionally accepted common set of limousine standards in advance of Super Bowl XLV.
- Participated in the Certified Tourism Ambassador Program, which graduated over 1,000 Certified Tourism Ambassadors in FY2010.

**Transit Operations (Implementation)**

During Fiscal Years 2010 and 2011, staff:

- Successfully completed the 2010 Federal Transit Administration Triennial Review.
- Procured 18 hybrid-electric buses on behalf of small transit agencies in FY2010 and 40 vehicles in FY2011.
- Managed federal grant applications, including submittal of financial status reports and progress reports.
- Executed multiple FTA grants for previously awarded Job Access/Reverse Commute (JA/RC) and New Freedom funds.
- Completed two cooperative vehicle procurements on behalf of subgrantees to purchase 18 small transit buses/minivans funded with JA/RC and New Freedom funds.
- Conducted Call for Projects to competitively award FY2010 and FY2011 JA/RC and New Freedom funds in the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized Areas.
- Worked with DCTA to expend balance of Commuter Express project funds.
- Supported efforts to expand HEB Transit to include late-night and Saturday service hours.
- Partnered with The T to operate a one-year pilot shuttle for Bell Helicopter employees utilizing the Trinity Railway Express.
- Assisted the City of Arlington in implementing its “Ride 2 Work” JA/RC project.
- Partnered with TxDOT to establish funding to expedite implementation of high-priority coordination projects aimed at increasing availability of employment transportation services in small urban and rural areas of the region.
- Identified and funded the first streamlined JA/RC partnership project, a shuttle to transport employees from Lewisville and McKinney to Tyson Chicken in Sherman, Texas.

D. **Subtasks**

The following subtasks address Short-range Planning and Programming, and Air Quality and Transit Operations:

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. It is anticipated that development of a new TIP document will begin and be submitted to TxDOT for inclusion in the Statewide Transportation Improvement Program.

**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. Project modifications will be made to the TIP on a quarterly cycle, in line with the Statewide Transportation Improvement Program revision process.

**Project Selection** – As funds are made available, the Regional Transportation Council issues funding initiatives or calls for projects to local governments and transportation agencies. It is anticipated that new projects will be selected in the FY2012 and FY2013 timeframe using either federal or 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.

**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 calendar 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.

Regional Project Tracking, Monitoring, and Software Development Project (Phase 2) – A complete overhaul of the transportation project information system (TIP database) will continue. The goal of this project is to enable the tracking of projects by individual phase including the cost, funding, start date, and completion date of each project phase. This project was 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 and RTC Local dollars.

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 and the Regional Transportation Council’s (RTC) Air Quality Subcommittee. 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. In addition, staff will evaluate emissions software that affects mobile sources.

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 FHWA, 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. As needed, evaluation of new or the expansion of existing emission reduction control strategies will be conducted.
The Dallas-Fort Worth State Implementation Plan (SIP) is a legal and federally enforceable plan mandated by the Clean Air Act (CAA). This plan identifies how nonattainment areas will reduce emissions from stationary, area, and mobile sources to demonstrate attainment and/or maintenance of air quality standards. 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 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.

**Emission Inventories and Technical Studies** – Emission inventories estimate emission amounts within a specified area and time interval. Transportation 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, oil and gas, etc.) 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.

### 3.03 Air Quality Inspection and Maintenance Programs (Implementation)

The US Environmental Protection Agency 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 complementary 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. Depending on funding provided, the AirCheckTexas Program may replace over 7,000 vehicles and repair over 2,500 vehicles each fiscal year. The program, administered...
for each participating county by NCTCOG, is a commitment in the Dallas-Fort Worth State Implementation Plan and is supported from a fee applied to vehicle inspections provided by each county through the Texas Commission on Environmental Quality and, if needed, supplemented by Surface Transportation Program – Metropolitan Mobility (STP-MM) funds. The level of funding for FY2012 and FY2013 is pending action by the 82nd Texas Legislature.

High-Emitting Vehicle Program – The High-Emitting Vehicle Program (HEVP) 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 North Central Texas Council of Governments Emissions Database while ensuring compatibility with emerging technology (e.g., license plate scanners). Staff will also continue to provide training and support to local law enforcement agencies on emissions rules/regulations and how to utilize the information system to maximize overall effectiveness.

The Regional Smoking Vehicle Program is another resource HEVP utilizes to remove smoking vehicles from the roadways. Staff will continue to work towards enhancing on-line reporting capabilities and established partnerships with aftermarket parts suppliers to offer coupons and/or rebates to individuals who wish to perform their own repairs to emissions components on their vehicles. Finally, staff will investigate the feasibility of implementing a diesel Inspection and Maintenance Program in North Central Texas through emissions detection (remote sensing) equipment and study the effectiveness of these devices on improving air quality. HEVP efforts will be supported by Surface Transportation Program – Metropolitan Mobility, Congestion Mitigation and Air Quality Improvement Program, and Regional Transportation Council Local funds.

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

North Central Texas Council of Governments 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.
Technology Improvements – Technology improvements are achieved through programs, often implemented through regional funding opportunities, which 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 Partnership, Diesel Idling Reduction Program, Texas Emissions Reduction Plan Partnership Program, and Electric Vehicles North Texas Program. This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds, US Environmental Protection Agency funds, US Department of Energy funds, Texas State Energy Conservation Office funds, Regional Transportation Council Local funds, and private funding sources.

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 and Locally Enforced Idling Restriction. This work element will be supported through Surface Transportation Program—Metropolitan Mobility funds and Regional Transportation Council Local funds.

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 demonstration the benefit and feasibility of potential or conceptual measures for greater implementation. Example projects include the Pay-As-You-Drive Insurance Program and Clean Construction Demonstration Project. This work element will be supported through Surface Transportation Program—Metropolitan Mobility funds and Regional Transportation Council Local funds.

Regional Support Activities – This item includes participation in collaborative efforts on the local, State, and federal levels such as the SmartWay Transport Partnership, Blue Skyways Collaborative, and Project Get Ready. In addition, 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. One initiative is the establishment of a Freight Efficiency Outreach Center to provide comprehensive education and outreach to the freight industry regarding measures to improve efficiency. This work element will be supported through Surface Transportation Program—Metropolitan Mobility funds, Regional Transportation Council Local funds, and US Environmental Protection Agency funds.

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 – The North Central Texas Council of Governments will continue with implementation of a general public awareness campaign to encourage public participation and support of key elements in the State Implementation Plan, and other air quality improvement strategies, as well as reducing energy use. Efforts targeted to the general public may include, but are not limited to, implementing a regional air quality and energy usage marketing brand/campaign; coordinating with partners in the regional effort; hosting Air Quality Public Relations Task Force (AQPRTF) meetings; recognizing AQPRTF partners for their efforts; and creating and implementing public education materials, paid advertising, outreach, public service announcements, media relations, interactive/social media, special events and/or children’s activities and materials. 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 and energy usage 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 CMAQ, 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.

Clean Cities Program – The Dallas-Fort Worth (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, video/online media 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 CMAQ, STP-MM, US Department of Energy (DOE)/LTI, and other funding that will be sought to support program elements and activities.

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 transportation needs of the transportation disadvantaged including low-income, elderly, and persons with disabilities.

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 studies on behalf of its five (5) Urbanized Area Formula Program subrecipients to determine a regional baseline for transit operations. The studies will identify common planning and technical assistance needs among Collin County Area Regional Transit (CCART), Cletran-City/County Transportation (CLETRAN), Public Transit Services (PTS), Special Programs for Aging Needs (SPAN) and STAR Transit, which may include a focus on safety, security, transit operations, financial planning and potential impacts of the 2010 Census. 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.

Regional Public Transportation Coordination – The North Central Texas Regional Public Transportation Coordination Plan 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. The Plan is the result of
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Staff will continue to work with regional partners on implementation of coordination 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 Plan. Funding from the Texas Department of Transportation will be utilized to help support this initiative, including the use of Transportation Development Credits to fulfill local match requirements.

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 Tarrant Express Rail Corridor Study (formerly the Southwest-to-Northeast Rail Study). Travel demand model runs, analysis and documentation will be provided as support for the project.

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.

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 U.S.C. 5307) and American Recovery and Reinvestment Act of 2009 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); Public Transit Services (Parker County); Special Programs for Aging Needs (Denton County); and STAR Transit (Rockwall 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 National Transit Database reports; conducting cooperative procurements on behalf of subgrantees; and assisting subgrantees with developing policies and procedures to ensure compliance with State and federal regulations. Staff will continue to disburse funding for reimbursable project expenses to the transit providers and will amend existing agreements as new funds become available.

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 U.S.C. 5316) and New Freedom Program (49 U.S.C. 5317) funds for the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. As the designated recipient, NCTCOG is responsible for program management and oversight activities including, but not limited to, 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; grant management and compliance activities; and conducting cooperative procurements on behalf of subgrantees. 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 Funds for its “Denton Works! Job Access Planning Project.” NCTCOG may secure consultant assistance to help with these efforts.

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 a Bell Helicopter shuttle; implementation of shuttle service in North Richland Hills from the Trinity Railway Express; implementation and expansion of Hurst-Euless-Bedford (HEB) Transit; and implementation of a demand-response job access service in the City of Arlington. Staff will continue to manage service and funding agreements related to ongoing projects, as well as explore opportunities to implement additional service in Northeast Tarrant County.

Job Access/Reverse Commute Streamlined Project Implementation Partnership – The Job Access/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.

**Sustainability for Transit** – The Sustainability for Transit Operations Regional Coordination Program is funded with Regional Toll Revenue (RTR) funds. As the lead agency for the regional coordination effort within the 16-county North Central Texas region, NCTCOG will coordinate and implement initiatives under this Program in support of Chapter 461 of the Texas Transportation Code that focuses on maximizing the benefits of the State’s investment in public transit through the coordination of services. Activities include the planning, development, and implementation of short- and long-range strategies that move the region toward more comprehensive, coordinated, accessible, efficient, and effective public transit services as identified in the regionally adopted North Central Texas Regional Public Transportation Coordination Plan. Policies, programs, and projects may include, but are not limited to, development and implementation of a 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 program seeks to provide safe, reliable and seamless transportation services to the customer by developing regional standards for operating vehicles for hire. NCTCOG will continue to work with its partners at DFW International Airport, the City of Dallas and the City of Fort Worth to implement a regional system to improve the safety, efficiency and quality of service provided by the vehicle-for-hire industry. One of the goals of the Regional Vehicle-for-Hire Program is to improve customer service. To achieve this goal, NCTCOG 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 front-line 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.
### E. Funding Summary

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\(^1\) Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables. Estimates based on prior authorizations; approvals are made contingent upon legislation for continued funding.

\(^2\) FY2012 & FY2013 funding will be determined upon adoption of State Budget by the 82nd Texas Legislature.
IV. Task 3 – Short-range Planning and Programming, and Air Quality and Transit Operations

Task 3.0 Funding Summary

- TPF: 19%
- CMAQ: 9%
- Local: 8%
- EPA: 11%
- DOE: 4%
- STP-MM: 5%
- FTA: 42%
- TCEQ: 0%
- Other: 2%
V. Task 4 – Metropolitan Transportation Plan

A. Objective

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

The Mobility 2035 Plan, was developed and approved by the Regional Transportation Council in March 2011. The Plan serves as the defining vision for transportation systems and services in the Dallas-Fort Worth Metropolitan Area and incorporates updated corridor recommendations, addresses regional financial shortfall concerns, and includes new innovative funding and project implementation strategies. It was developed to fully meet SAFETEA-LU planning requirements as provided by the Federal Transit and Federal Highway Administrations.
The Mobility Plan identifies projects, policies, and programs to be implemented and carried out by the Metropolitan Planning Organization (MPO) in conjunction with the transportation providers, local governments, and state and federal agencies. In addition, elements in this Work Program task also contain funding to evaluate policies and strategies directed at reducing congestion and improving air quality, to link the transportation and environmental planning processes, and to ensure compliance in the planning process with federal regulations under Title VI of the 1964 Civil Rights Act and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Facilitating implementation of the Plan, such as increasing funds for transportation through new or cooperative multiagency funding strategies, will also be an area of focus. Transportation Department program areas (4) Transportation Planning and (8) Fiscal Management and Transit Operations support this task.

B. **Expected Products**

Products from Task 4, Metropolitan Transportation Plan, will include public meetings and public outreach activities, committee briefings, the screening and evaluation of system alternatives, travel forecasts, updating and reviewing financial forecasts, and transportation system performance summaries. Numerous presentations to local elected officials, transportation interest groups, and participating agencies will be conducted, and written materials documenting the Plan's analysis and recommendations will be prepared.
C. Previous Work

The Metropolitan Transportation Plan (Planning)

During Fiscal Years 2010 and 2011, staff:

- Developed a project prioritization process to assess the needs for roadway and rail projects for inclusion in the Mobility 2035 Plan.
- Coordinated with the University of Texas at Arlington in developing a tool to analyze pricing strategies and warrants of future managed lanes.
- Held numerous public meetings and workshops to assist in the education of the public on the transportation planning process and the development of Mobility 2035, while utilizing the Web to provide data and feedback on surveys taken.
- Organized monthly meetings between NCTCOG, TxDOT, and Comprehensive Development Agreements developers on the implementation of major transportation corridors.
- Coordinated with NTTA, CCTRA, DART, DCTA, DFW Airport, The T and other interested parties to address transportation needs and monitor the status of ongoing studies.
- Monitored ongoing projects in the Transportation Improvement Program to ensure that they were accurately reflected in the long-range plan and expedited towards implementation.
- Created roadway/transit networks for the development of the Mobility 2035 Plan and staging of year networks for the Air Quality Conformity Determination.
- Researched existing and proposed roadways in the outer counties of the 12-county Metropolitan Planning Area and coded the new roads in appropriate networks for the expanded area.
- Identified updates in roadway schematics for future projects and proposed tolling information, and incorporated changes into the appropriate roadway networks used in the Dallas-Fort Worth Regional Travel Model network.
- Reviewed networks to ensure quality control and maintain accuracy for existing and proposed conditions for projects identified in Mobility 2035.
- Monitored the implementation of roadway improvements and the development of new roadways, and incorporated the identified changes in the current-year travel model network.
- Developed a Regional Managed Lane Working Group to plan for a system-wide implementation of managed lanes in the region.
- Assisted in the development of a statewide revenue forecasting model.
- Developed and presented to the Regional Transportation Council three financially constrained revenue scenarios for Mobility 2035.
- Collected data from TxDOT, NTTA, transit authorities and local governments as input to the financial plan used in Mobility 2035.
Collected cost of fuel, transit ridership, weekday HOV riders, weekday transactions at NTTA toll booths, weekday passengers on vanpools and weekday traffic count data from local entities.

Prepared and displayed monthly on the Internet the interaction of fuel costs to data collected.

Consulted with resource agencies regarding a number of initiatives including hosting a Sustainable Communities Workshop, meeting one on one with federal and State environmental resource agencies, and holding Transportation and Resource Agency Consultation and Environmental Streamlining meetings during the development of the Metropolitan Transportation Plan.

Documented regional conservation priorities in the Dallas-Fort Worth Metropolitan Planning Area and incorporated regional mitigation strategies into the Metropolitan Transportation Plan.

Completed Phase I of the development of the Regional Ecosystem Framework (REF) including development of an REF data set, development of a communication database by subwatershed, an REF Users Guide, and an online Web site tool that provides data to the public for use by consultants to better integrate this information into regional planning efforts for infrastructure projects.

Provided Environmental Justice and Title VI training to staff including holding liaison meetings and coordinating with member agencies to provide data, presentations, and other resources.

Completed implementation of the TxDOT Title VI Compliance Review recommendations including publishing a Title VI/Environmental Justice (EJ) Brochure, updating NCTCOG Title VI Assurances and Non-Discrimination Statement, developing and adopting of a Title VI Complaint Process, and improving data resources for identification of protected populations.

Developed research, tools, and performance measures including development of an Environmental Justice Index (EJI) mapping tool to identify protected populations; developed Title VI/EJ transportation performance measures to determine the effectiveness of the Metropolitan Transportation Plan in meeting the mobility needs of protected classes; and coordinated with Texas Southern University through the University Partnership Program to complete Phase I of a Toll Road Survey Project that resulted in the development of survey questions to assist in determining the perceived impacts of priced facilities in the region which will be included in the Regional Household Travel Survey.

D. Subtasks

The following subtasks address the Metropolitan Transportation Plan:

4.01 The Metropolitan Transportation Plan

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** – Staff will participate in coordination efforts with TxDOT, NTTA, DART and other interested parties to ensure the successful implementation of a region-wide system of managed lanes. A Regional Managed Lane Work Group has been formed that will focus on the current and ongoing policies, financing strategies, and technical challenges of implementing a managed lane system.

The Plan activities will be conducted in cooperation with the Texas Department of Transportation, Dallas Area Rapid Transit, the Fort Worth Transportation Authority, the Denton County Transportation Authority, the North Texas Tollway Authority, the Collin County Toll Road Authority, and local governments under the policy direction of the Regional Transportation Council, technical guidance of NCTCOG’s technical committees, and an extensive public involvement effort. Support for the efforts of local governments and agencies will be provided in the form of technical assistance and will also include support for TxDOT’s Comprehensive Development Agreement process.

Rail transit planning activities will be conducted to further identify potential corridors that could sustain rail transit service and are not currently part of the Metropolitan Transportation Plan. Staff will continue to refine modeling and planning transit evaluation tools that would be incorporated into project identification and development studies. 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 an Eastside Transit Alternatives Study for the cities of Mesquite, Balch Springs, Forney, Sunnyvale, Seagoville, and Terrell to evaluate transit service options, both in the near term and long term in eastern Dallas County and western Kaufman County; a study to be conducted by FWTA with the City of Fort Worth titled IH 35W Commuter Rail Feasibility Study; 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, and a four-city bus/rail feasibility study for the Cities of Cedar Hill, DeSoto, Duncanville, and Lancaster. Also included in this item is support for the DART South Oak Cliff Light Rail Extension from Ledbetter to the UNT Dallas 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.

**Monitoring** – Mobility 2035: The Metropolitan Transportation Plan for North Central Texas was adopted by the Regional Transportation Council in March 2011. 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. Staff will coordinate the activities of the Regional Managed Lane Working Group to ensure an efficient implementation and transition into a regional Managed Lane System.

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. Work will also center on integrating individual corridor development activities that will be used as the starting point for the next metropolitan transportation plan.

Extensive coordination with activities from Work Program Task 3.01, Transportation Project Programming, will be necessary to review and ensure Transportation Improvement Program project amendments and revisions are consistent with the Plan recommendations.

Updating – Based on the data collected during the monitoring effort for Mobility 2035, a Metropolitan Transportation Plan update is expected. The update would include a revised analysis of the projects and programs identified in the fiscally constrained MTP. Additionally, an air quality conformity determination will be needed to satisfy federal regulations when modifying the MTP. The updates to Mobility 2035 will be made in coordination with local transportation providers and partners.

Travel Model Network Development and Maintenance – Also included in this Work Program task 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 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 roadway and rail projects.

Follow-Up Studies – Staff will participate in coordination efforts with TxDOT, NTTA, CCTRA, regional transportation providers, and other public agencies, as needed, in the further development of a region-wide multimodal transportation system. The components of the
multimodal system will include free roads, toll roads, Managed/HOV lanes, and commuter/light rail. With the conclusion of the MTP or other studies, staff will publish documents, public information flyers, and/or Web tools to enhance public awareness and member communications.

**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. In addition, a review of local spending on maintenance, operations, and capital facilities will be conducted, with assistance through the University Partnership Program, to identify a per capita spending value to aid in the estimation of local spending on transportation improvements over the life of the Metropolitan Transportation Plan.

**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.

**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 element 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.

**Expediting and Phasing of Regional Passenger Rail Projects** – Building on work completed in the Regional Rail Corridor Study and Rail North Texas efforts, as well as the Feasibility and Funding Studies for various corridors, NCTCOG staff will analyze various project phasing alternatives to determine the most appropriate method to implement proposed passenger rail corridors in the region. The work effort will identify various methods and measures designed to facilitate orderly and expeditious implementation of proposed regional passenger rail projects. The effort will: (1) analyze various project implementation strategies; (2) analyze various project phasing alternatives based on a decision matrix concept; (3) coordinate with local governments and transportation partners through regularly scheduled meetings; (4) assess the existing conditions and potential opportunities for passenger rail service; (5) evaluate capital, operational, and maintenance costs, and potential funding options for each corridor; and (6) prepare a formal report identifying a recommended implementation process.
4.02 Coordination of Transportation and Environmental Planning Processes (Planning)

Linking transportation planning and environmental planning, or Planning and Environment Linkages (PEL), 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 into construction. This element also supports efforts to link the planning process with the National Environmental Policy Act (NEPA) process to improve project delivery times and produce better transportation projects. Both of these approaches support the FHWA national initiative of Every Day Counts. These approaches can lead to a seamless decision-making process that minimizes duplication of effort, promotes environmental stewardship, and reduces delays in project implementation. These approaches address 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 continued initiatives, which in the previous Work Program were referred to as Metropolitan Transportation Plan Mitigation and Consultation, and Coordination and Communication with Stakeholders and Partner Agencies:

**Planning and Environment Linkages (PEL)** – Staff will develop a framework to incorporate transportation and environmental planning documents and decisions from the earliest stages of project planning into the environmental review process. This includes continued improvement of the Metropolitan Transportation Plan environmental scoring and mitigation documentation; updating the Transportation and Resource Agency Consultation and Environmental Streamlining (TRACES) Web site to include a Web tool with environmental data and development of a Web-based decision support tool; improving the available resources and links to agreements and other materials that support local agency planning and the NEPA project development process; identifying and developing partnerships to expand or improve regional data needs; conducting workshops and training sessions for appropriate stakeholders; and developing and implementing regional partnering agreements with appropriate agencies, such as the Texas Department of Transportation.

As part of the larger effort to link transportation and environmental planning initiatives, staff will continue to assess emerging environmental (natural and social) topics significant to the region such as conservation opportunities/achievements/partnerships, livability and quality-of-life indices, green infrastructure, watershed initiatives, and energy resource production, and their importance to regional transportation planning and project development and implementation.

**Coordination of Resource Agency Agreements and Streamlining Activities** – Staff will utilize existing corridor studies to evaluate opportunities for innovative partnerships, programmatic agreements, and piloting new approaches to investigate and develop processes that support efficient and effective coordination of multiple environmental reviews, analyses, and permitting actions. These could include utilizing a pilot corridor to assess new regional analysis techniques for resources including indirect and cumulative impacts assessments, and development of new
approaches to avoiding, minimizing, and mitigating impacts such as the implementation of regional programmatic agreements. Staff will also develop a PEL Study Questionnaire to ensure data can be used during NEPA and provide the NEPA project staff with documentation on the outcomes of the planning process. Additionally, innovative partnerships with resource agencies to conduct planning and regulatory reviews will be supported such as the ongoing Water Resources Development Act of 2000 Section 214 Memorandum of Agreement with the United States Army Corps of Engineers. This element will occur in coordination with work activities in UPWP Task 5.01, Corridor Studies/Environmental Study Support and UPWP Task 5.15, Streamlined Project Delivery.

**Regional Approach to Mitigating Infrastructure Impacts** – Staff will coordinate with stakeholders to develop strategies and implement actions that support development of a regional approach to mitigation for transportation project-related impacts. These efforts are meant to contribute to State and regional conservation goals and lead to more meaningful mitigation and conservation opportunities. These efforts would support development of a framework to support advanced mitigation planning which allows for strategic and targeted mitigation efforts through consultation with regulatory agencies and the identification of mitigation needs. These efforts will incorporate the outcomes of the Regional Ecosystem Framework, strive to incorporate the ecosystem approach to mitigation, and develop a portfolio of mitigation solutions that support transportation and conservation goals including, but not limited to, the development of regional mitigation and conservation banks, restoration projects, and habitat or water resources data/survey updates. These regional approaches to advanced mitigation will occur in coordination with work activities in UPWP Task 5.15, Streamlined Project Delivery.

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. 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." As an MPO, NCTCOG strives to ensure nondiscrimination and environmental justice is incorporated in its transportation plans, programs, policies, and activities.

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 these efforts, staff will coordinate the following activities which are a continuation of previous Work Program items.

Compliance with Federal and State Laws and Regulations – NCTCOG staff will conduct a yearly review of NCTCOG’s Assurances and Non-Discrimination Statement to ensure compliance. Staff will continue to monitor the effectiveness of the Title VI/EJ program and document results. Vital NCTCOG transportation manuals and directives will be reviewed as necessary to ensure Title VI/EJ compliance.

Collection and Analysis of Data – NCTCOG staff will research and analyze new demographic data to identify population trends and geographic locations of minority and low-income populations (protected classes). The recommendations of the Metropolitan Transportation Plan will continue to be evaluated to ensure that no one group is negatively impacted by the transportation system. 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, the results of questions incorporated into the region’s household travel survey to determine the impacts of a regional toll system on low-income communities will be analyzed and used to direct future programs.

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. Staff will develop a publicly accessible Web site that provides environmental justice-related information and analysis for user-selected geographic locations.
4.04 Facilitating Sustainable Transportation Practices at Regional University Campuses (Planning)

This work program element will facilitate sustainable transportation practices at higher education campuses in the Dallas-Fort Worth area. Staff will coordinate forums to share knowledge, identify best practices amongst university transportation programs, facilitate the adoption of programs that support improvements to campus fleets, promote alternative commute options, promote campus transportation planning including bicycle and transit plans, and promote utilization of technology to improve travel conditions in and around campuses. Staff will provide resources and support to aid campuses in improving their transportation programs and integrating other regional transportation programs and projects into campus planning activities.

E. Funding Summary

<table>
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1 Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables. Estimates based on prior authorizations, approvals are made contingent upon legislation for continued funding.
Task 4.0 Funding Summary

- 100%

- TPF
- CMAQ
- Local
- EPA
- DOE
- STP-MM
- FTA
- TCEQ
- Other
VI. Task 5 – Special Studies and System Operation

A. Objective

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

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

Emphasis will continue to be placed on providing technical assistance to local governments in transportation subarea studies and comprehensive/thoroughfare planning. NCTCOG serves as an extension of the staff of local governments and is available to provide technical support to maintain and improve transportation planning and to process critical day-to-day information often not available at the local level. Technical support also extends to private-sector enterprises under certain circumstances. Staff will assist with corridor-specific requests for travel data used in private-sector initiated project development through Comprehensive Development Agreements. As these initiatives move forward, staff will work to include these efforts in the metropolitan planning process. Exhibit I-5 of this document outlines the Unified Planning Work Program Policies that will be used to guide the allocation of NCTCOG resources in providing technical assistance.

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

On August 10, 2005, the President signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) into law. This act approves
funding for surface transportation projects and represents the largest surface transportation investment in the country to date. While SAFETEA-LU authorizes funding for many transportation funding categories and specific projects, it also continues the concepts identified in the Intermodal Surface Transportation Efficiency Act (ISTEA) and Transportation Equity Act for the 21st Century (TEA-21) regarding the cooperative, continuing, and comprehensive regional planning process. SAFETEA-LU requires all Transportation Management Areas (metropolitan areas with populations greater than 200,000) to address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system. Congestion management is an integral element of the region’s transportation planning and programming process. It serves as a guide for implementing both near-term and long-term regional transportation improvements.

Also addressed in Task 5 will be the impact of truck traffic, rail freight, and other goods movement in and through the region; support for ongoing local, State, and federal initiatives to address transportation system security; the development of policies, programs, and projects to improve transportation safety; data collection and planning efforts to assess the impact of aviation activity on surface access to aviation facilities and associated improvement needs; regional aviation system planning; and the streamlining and coordination of the planning and environmental review processes to expedite project delivery.

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

Transportation Department program areas (3) Congestion Management and System Operation, (4) Transportation Planning, (7) Aviation Planning and Education, (9) Program Administration, and (10) Streamlined Project Delivery support these UPWP activities.

B. Expected Products

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

C. Previous Work

Corridor Studies/Environmental Study Support (Planning)

- Prepared a Regional Toll Analysis based on the Mobility 2030-2009 Amendment and updated the analysis based on Mobility 2035 to quantify and document potential system-level impacts of the planned network of toll roads and managed lanes in the region to low-income residents.
- Provided travel model support including traffic volume and level-of-service information to new and ongoing major corridor studies including SM Wright Parkway/IH 45/US 175, Southwest Parkway/Chisholm Trail Parkway, Project Pegasus, and the IH 30/IH 35E Dallas Mixmaster.
- Provided travel model support and analysis including traffic volumes, level of service, and warranted lanes information to thoroughfare plans and other subarea studies including the Westmoreland Frontage Roads study and Riverfront Boulevard analysis.
- Developed build scenario and no-build scenario travel model and air quality data for Mobile Source Air Toxics analyses necessary in the completion of environmental documents for the following major roadway corridors: US 75 Managed Lanes, IH 35W between IH 30 and IH 820, IH 35W between IH 820 and Eagle Parkway, and SH 183 between SH 161 and IH 35E.
- Developed origin-destination Environmental Justice analyses for corridors seeking environmental clearance, including US 75 Managed Lanes, IH 35W between IH 30 and
IH 820, IH 35W between IH 820 and Eagle Parkway, SH 183 between SH 161 and IH 35E, and Loop 9 between IH 20 and US 287.

- Monitored and participated in ongoing corridor studies to ensure the inclusion of the most current schematic and tolling information in the Dallas-Fort Worth Regional Travel Model roadway network.

- Organized monthly coordination meetings between NCTCOG, TxDOT, and Comprehensive Development Agreement developers on the implementation of major transportation projects in the region including DFW Connector, North Tarrant Express, LBJ Express, and IH 35E.

- Initiated regular meetings between NCTCOG, TxDOT, Dallas Area Rapid Transit, Texas Transportation Institute, and other stakeholders on the development and implementation of a system of regional managed lanes.

- Analyzed the effects on traffic and air quality of potential modifications to Comprehensive Development Agreement schematics and staging plans.

- Provided travel model roadway network development support, along with analysis, text, and maps related to major roadway corridors, for the development of Mobility 2035.

- Contributed to the development of a corridor-wide aesthetics plan for the IH 35E project between US 380 in Denton and IH 635 in Dallas.

- Participated in monthly coordination meetings between TxDOT, the City of Arlington, the City of Grand Prairie, Arlington Police Department, representatives of the Dallas Cowboys, representatives of the Texas Rangers, and other involved stakeholders, in the management of traffic during the IH 30 reconstruction, the reconstruction of the SH 360 and Division Street interchange, and construction of the IH 30 and SH 161 interchange.


- Tracked roadway corridor environmental documents seeking federal clearance and provided monthly online updates of project status.

**North Texas Tollway Authority Feasibility Studies**

- Provided travel model support including traffic volume and level-of-service information to ongoing major corridor studies including SH 360 South Toll Road and SH 170.

- Generated travel model data and a review of results in the analysis of potential staging and phasing scenarios to ensure the implementation of Southwest Parkway/Chisholm Trail Parkway.

- Developed build scenario and no-build scenario travel model and air quality data for Mobile Source Air Toxics analyses necessary in the completion of environmental documents for the following major roadway corridors: SH 360 South Toll Road, SH 170, and Dallas North Tollway Extension Phase 4B/5A.

- Developed origin-destination Environmental Justice analyses for corridors seeking environmental clearance, including SH 360 South Toll Road, SH 170, and Dallas North Tollway Extension Phase 4B/5A.

- Supported the implementation of the SH 360 South Toll Road project through the development and analysis of potential staging and phasing scenarios.
- Participated in a public meeting for SH 360 South Toll Road.
- Participated in monthly Trinity Parkway implementation update meetings as part of the City of Dallas’ Trinity River Corridor Project Interagency Executive Team.

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

During Fiscal Years 2010 and 2011, staff:

- Provided travel demand model forecasting and Geographic Information System mapping services for local governments to support their thoroughfare planning and subarea studies.
- Conducted multimodal alternatives analysis in support of county-wide thoroughfare plan development.
- Facilitated public involvement activities, including public meetings, workgroup meetings, and workshops; to support cities and counties in their planning processes.
- Continued efforts to update and maintain both the Federal Functional Classification System and Regionally Significant Arterials system, which included definition streamlining, facility tracking, database maintenance, presentations, and coordination with local, State, and federal agencies. Incorporated results into the Metropolitan Transportation Plan.
- Responded to hundreds of ad hoc requests for information and technical assistance from local governments, transportation authorities, public agencies, and private interests.

**Land-use/Transportation Initiatives (Planning)**

During Fiscal Years 2010 and 2011, staff:

- Provided assistance to the City of Dallas on the University of North Texas (UNT) Dallas Area Context Sensitive Transportation Study.
- Worked with the University of Texas at Arlington through the University Partnership Program to finalize the project on the impact of sustainable developments on property values and land uses.
- Assisted the City of Burleson with the Transit-Oriented-Development Planning Project.
- Assisted the City of Garland in the development of a scope of work for the Forrest-Jupiter Transit-Oriented-Redevelopment planning project.
- Assisted the City of Dallas in the development of a scope of work for the West Dallas Signature Pilot planning project.
- Completed the City of Dallas’ Garland Road Vision Study.
- Completed the Ellis County Sustainable Subdivision Regulations Project.
- Provided education and outreach support to both the public and private sectors on the benefits of sustainable development.
- Assisted in the review, ranking, and selection of the Sustainable Development Planning projects through the 2009-2010 Sustainable Development Call for Projects.
- Provided assistance to complete the first phase of the Southern Dallas County Infrastructure Analysis in partnership with the Cities of Dallas, Ferris, Hutchins, Lancaster, and Wilmer, and Dallas County.
- Provided assistance with the completion of Vision North Texas Planning initiative and the North Texas 2050 document.
- Collected examples of best practices that contributed to the Implementing the Development Excellence Search Engine.
- Collected and maintained an inventory of Form-Based Codes and shared the documents through Web links.
- Created, monitored and maintained the Implementing Development Excellence Search Engine.
- Conducted outreach activities and presentations on CODE principles to local governments and at events as needed.
- Completed the rewrite of 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.
- Supported 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.
- Continued to coordinate and support the Bicycle and Pedestrian Advisory Committee (BPAC).
- Coordinated with the City of Dallas to complete the update to the 1985 Dallas Bike Plan, including Council adoption of the 2011 Dallas Bike Plan.
- Promoted regional cooperation of pedestrian planning efforts by creating outreach and educational materials, attending public outreach events (training on the MUTCD), responding to regional information requests concerning pedestrian facilities, maintaining updates to the Bicycle and Pedestrian Transportation Web site, and assisting local agencies in the planning and implementation of pedestrian elements.
- Worked with the City of Rowlett and provided a Transit-Oriented-Development (TOD) educational presentation to the Rowlett City Council.
- Completed the following studies for the TOD Implementation Group: City of Dallas – Lancaster Corridor, City of Grand Prairie – TOD analysis, City of North Richland Hills – Transportation Network Overview, and the Grand Prairie – TOD reports.
- Worked with the University of Texas at Arlington through the University Partnership Program to finalize the TOD guidebook.

**Sustainable Development Implementation (Implementation)**

During Fiscal Years 2010 and 2011, staff:

- Continued to oversee and monitor the bicycle and pedestrian infrastructure projects funded in the 2005–2006 Local Air Quality Call for Projects.
- Completed the TRE – Richland Hills Sidewalk Station Connections and the Cottonwood Trail projects.
- Assisted in the review, ranking, and selection of the Sustainable Development Infrastructure and Planning projects through the 2009-2010 Sustainable Development Call for Projects.
- Assisted local governments with selected projects to proceed with the next steps, resolution, agreement, scope of work, and notice to proceed.
- Provided support and technical assistance in the implementation of 2001 joint venture projects and the sustainable development projects that were funded during the 2005-2006 Sustainable Development Call for Projects.
- Provided support and technical assistance in the implementation of the Sustainable Development Landbanking projects that were funded during the 2005-2006 Sustainable Development Call for Projects.
- Selected and worked with a consultant on the MPO Coalition/Federal Agency integration program which partners with other regional planning agencies and metropolitan planning organizations across the country to develop strategies to break down federal, state, regional, and local silos and create a large regional mega-project.
- Pursued funding and assisted in submitting grant applicants to the US Housing and Urban Development Sustainable Communities Program and Community Challenge Program.

**EPA Revolving Loan Fund Program (Implementation)**

During Fiscal Years 2010 and 2011, staff:

- Issued a second Call for Projects from October to December 2009. Four projects were recommended and approved by the RTC for hazardous funding in April 2010.
- Worked with the City of Dallas staff for Brownfield funding on the Dallas Belo Garden project. Additionally, staff issued a Request for Qualifications and procured a consultant to serve as a Qualified Environmental Professional to oversee US Environmental Protection Agency (EPA) technical requirements of the Dallas Belo Garden cleanup.
- Provided public outreach to interested parties, co-hosted the EPA Region 6 Brownfield Conference, and hosted the Petroleum Site Cleanup Workshop.

**Congestion Management Process (Planning)**

During Fiscal Years 2010 and 2011, staff:

- Monitored regional Travel Demand Management goals and strategies outlined in the Metropolitan Transportation Plan.
- Continued development efforts on a model Congestion Management Process Ordinance, which will build upon the existing TDM Resolution.
- Held quarterly Regional Transit Coordination meetings with Dallas Area Rapid Transit (DART), Fort Worth Transportation Authority (FWTA), and Denton County Transportation Authority (DCTA).
- Worked with the Clean Air Coalition to promote TDM strategies.
- Continued to monitor, develop strategies, and implement regional Transportation System Management (TSM) goals outlined in the Metropolitan Transportation Plan.
- Developed the Transportation System Management chapter of the 2035 Metropolitan Transportation Plan.
- Continued to coordinate and chair the Regional ITS Steering Committee and Task Force.
- Continued to develop plans to implement Intelligent Transportation System oversight and measures of effectiveness.
- Continued to provide technical assistance and guidance related to the development and implementation of the regional ITS communication system.
- In coordination with TxDOT, continued to develop strategies for improved maintenance and efficiency and streamlined operations for ITS systems, devices and Traffic Management Centers.
- Reviewed statements of architecture consistency for compliance with the Regional ITS Architecture.
- Began working with TxDOT and TxDOT’s contractor to develop a series of center-to-center plug-ins to provide capability for regional ITS coordination among agencies.
- Continued to support special event planning and participate in discussion of transportation-related items for these events.
- Continued to collect transportation data for special events to facilitate discussion and coordination with transportation partners.

**Congestion Management Operations (Implementation)**

During Fiscal Years 2010 and 2011, staff:

- Completed the Thoroughfare Assessment Program including the necessary reporting documentation and contract close-out process.
- Developed the scope of work, contracts and agreements necessary for the initiation of the Regional Traffic Signal Retiming Project.
- Released a Request for Proposals (RFP) to obtain Adaptive Traffic Signal Control Systems project, and developed the Scope of Work, contracts and agreements necessary for the initiation of the project.
- Continued to monitor and review the Local Air Quality Traffic Signal Improvement projects, including project close-out documentation for completed projects.
- Continued to maintain the Regional ITS Architecture and developed plans to update the Regional ITS Architecture, including the creation of an ITS Architecture Maintenance Plan and a Strategic Plan for ITS deployment in the region.
Continued to coordinate with TxDOT to establish a quality controlled data stream for archiving of ITS Data.

Reviewed database design flexibility, relational integrity and efficiency issues for the data archiving project and implemented database on SQL server.

Continued to develop the plan for long-term data storage.

Continued obtaining available ITS data via center-to-center plug-in.

Provided project coordination and oversight of the Regional Vanpool Program.

Maintained the regional vanpool database and updated the vanpool origin and destination maps.

Assisted transit agencies in uploading and managing vanpool records in the Try Parking It Web site database.

Provided project management and oversight to the Regional Trip Reduction (ETR) Program.

Maintained the regional ETR Program performance database.

Completed the development of a regional ridematching component for the Try Parking It Web site.

Managed and promoted the NCTCOG Try Parking It Web site. The Web site reached its three million miles saved milestone in July 2010 and reached the 10,000 registered users milestone during March 2011.

Provided project oversight for the Partnership Program 3 Park-and-Ride Program.

Monitored the development and finalization of the Parker Road Park-and-Ride Expansion project by DART.

Continued to work with the City of Grand Prairie on its Park-and-Ride project at NE 15th Street.

Maintained and updated the Regional Park-and-Ride Inventory and map.

Provided project oversight and coordination for the overall Mobility Assistance Patrol Program.

Developed a regional template for performance measure reporting and trained agencies on the use of the document.

Coordinated MAPP route and hours of operation enhancement for Super Bowl XLV.

Provided project oversight and coordination for the Freeway Incident Management and Photogrammetry Training Programs. Offered 14 training classes for First Responders and Managers (367 students) and four Executive Level Courses (191 students). Offered four Photogrammetry System Training Workshops (Basic Level - 39 students and Advanced Level – 30 students).

Hosted the DFW Traffic Incident Management Self Assessment and the FHWA Traffic Incident Management Practitioner Workshop.

Began preliminary groundwork to host a Train-the-Trainer workshop.
Regional Freight Planning (Planning)

During Fiscal Years 2010 and 2011, staff:

- Staff completed the Collin County Intermodal Hub Feasibility Study in December 2010 in response to a technical assistance request from Collin County.
- Continued work related to the regional freight system plan, Freight North Texas, including the creation and dissemination of the Freight Facilities Survey.
- Monitored the implementation of additional truck-lane restrictions on IH 20, IH 30, IH 45, and IH 820 throughout the region. These additional restrictions were operational in August 2010.
- Completed a review of future regional truck-lane restrictions for the Mobility Plan. This included the development of a phased implementation plan for future restrictions throughout the region.

Railroad Crossing Coordination (Implementation)

During Fiscal Years 2010 and 2011, staff:

- Monitored rail crossing closures throughout the region as well as requested annual information from local governments and railroad operators within the region.
- Monitored rail crossing safety, including at-grade crossing incidents, as well as investigated at-grade crossing safety education efforts within the region and State.
- Monitored the status of rail crossing improvements throughout the region for projects selected in the 2003 and 2004 Call for Projects.

Transportation System Security and Emergency Preparedness (Planning)

During Fiscal Years 2010 and 2011, staff:

- Developed the Transportation System Security chapter of Mobility 2035: The Metropolitan Transportation Plan for North Central Texas.
- In cooperation with NCTCOG's Emergency Preparedness Department, continued to develop criteria for the identification and nomination of regional assets to the Homeland Security database listing of Critical Infrastructure/Key Resources.
Transportation Safety Planning (Planning)

During Fiscal Years 2010 and 2011, staff:

- Coordinated/chaired the Regional Safety Working Group. Also coordinated and hosted safety related events, training and/or groups, as needed.
- Analyzed and maintained regional safety data including: crash data from TxDOT’s Crash Records Information System (CRIS), fatality data from the National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS), hazardous material spill data from the National Response Center, and other data sources as made available. This also includes the development of a regional crash rate.
- Continued efforts to develop a regional safety information system including but not limited to coordinating project partnerships, project scope development, project monitoring, and project implementation.
- Provided site analysis for safety defects and possible improvements, as needed, in an effort to reduce crash related injuries and fatalities.

Regional Aviation Planning (Planning)

During Fiscal Years 2010 and 2011, staff:

- Held Air Transportation Technical Advisory Committee meetings and executed the Fifth Annual Aviation Summit.
- Administered Naval Air Station Fort Worth, Joint Reserve Base Regional Coordination Committee (RCC) meetings including agenda development, speaker coordination, handouts, strategic direction of RCC, and coordinated legislative and development review subcommittees, developed an RCC Development Review Web Tool, and attended appropriate meetings such as City Council, Lake Worth Vision Plan meetings, Mayor's Council, and co-hosted the Annual Elected Officials Briefing.
- Initiated a transportation study for the communities surrounding the Naval Air Station, Fort Worth, Joint Reserve Base by holding subcommittee meetings, conducting surveys, gathering and analyzing data, and development of a Transportation Assessment Document for the sub-area.
- Applied for and executed a US Department of Housing and Urban Development Community Challenge Grant that resulted in public meetings and meetings with local government partners, and began analysis of transportation system and initiated a housing study for the area.
- Produced, as part of the Year Four Regional General Aviation Heliport System Plan, the following: 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; Inventory Summary Report; Airport Community Value Part: A; Vertical Flight System Report; Aviation Outreach Video Series, and Encroachment Toolkit Materials.
- Developed a draft forecasting model and conducted initial data analysis.
- Completed final forecasting and developed recommendations regarding the general aviation airport system.
- Developed a Surface Access to Aviation scope of work, including the research and analysis of various forms of roadway data, generation of maps illustrating Levels-of-Service around regional airports, creation of a GIS airport signage inventory to include reliever airports, and development of draft recommendations for regional access improvement.

**Aviation Outreach and Implementation (Implementation)**

During Fiscal Years 2010 and 2011, staff:

- Hosted an Aviation Education Summit in order to present final study recommendations to regional stakeholders and solicit input on next steps.
- Attended numerous meetings with regional stakeholders to recommend education program coordination and collaboration.
- Solicited additional funding from local, State, and private industry partners to help support staff efforts in implementing long-term recommendations related to the study.
- Facilitated the development of partnerships between colleges and universities.
- Completed implementation work on Speakers Bureau and Career Path Web sites.
- Received grant funding for work on a mobile flight simulator outreach project.

**Support to Texas Metropolitan Planning Organizations (Planning)**

During Fiscal Years 2010 and 2011, staff:

- Facilitated regular communication among TEMPO members and partners.
- Developed agendas for and conducted quarterly Committee meetings. A meeting was also held in conjunction with the TxDOT Planning Conference.
- Delivered presentations to the Texas Senate Committee on Transportation and Homeland Security and the House of Representatives Transportation Committee at the request of these committees.
- Maintained and updated the TEMPO Web site.

**Streamlined Project Delivery (Implementation)**

During Fiscal Years 2010 and 2011:

- One Technical Advisory Group (TAG) meeting, two Alternatives Analysis workshops, and various specialized coordination meetings were conducted with project stakeholders regarding the Tower 55 Rail Reliever Study.
- Proposed Tower 55 grade-separation alternatives narrowed from five to two as a result of environmental analysis, stakeholder feedback, and preliminary engineering (continued refinements were put on indefinite hold per request by the Class I railroads).
Funding applications were submitted and monitored for the Transportation Investment Generating Economic Recovery TIGER II Grant Program in August 2010.

Staff provided assistance to the City of Fort Worth and Class I railroads with implementation of the At-Grade Improvement Package following the October 20, 2010 award of $38 million by the U.S. Department of Transportation through the TIGER II Grant Program.

Consensus was gained from project stakeholders to close the Tower 55 study with determination of the At-Grade Improvement Package as the Locally Preferred Alternative (LPA).

Three meetings with the Regional Outer Loop (ROL) Corridor Refinement Team, two series of meetings with the ROL Stakeholder Roundtable, and multiple meetings with local government staff and other interested parties were conducted.

The ROL was incorporated as a candidate project within the statewide MY-35 Plan, TxDOT’s comprehensive plan for the Interstate Highway (IH) 35 corridor.

Major additions of text, maps, and data were collected and inserted into the ROL Corridor Identification Report.

Assistance was provided to TxDOT in the continued review of the Loop 9 Southeast Draft Environmental Impact Statement (DEIS) in preparation for submittal to the Federal Highway Administration.

An informal screening process was performed on the 105 possible ROL corridor alternatives identified to date based on public-agency input and preliminary environmental data. Evaluation reduced number of alternatives to be fully analyzed in the ROL Corridor Identification Report to 48 alternatives.

Staff completed travel model evaluation of the 48 remaining ROL corridor alternatives using updated regional demographics and the final regional thoroughfare network identified for Mobility 2035: The Metropolitan Transportation Plan for North Central Texas.

Staff conducted meetings with the ROL Corridor Refinement Team, the Stakeholder Roundtable, and the general public for additional screening of ROL alternatives based on travel model results.

Staff completed and published the ROL Corridor Identification Report, which identifies a single ½ to 1-mile-wide preferred corridor alternative around the Dallas-Fort Worth region to be highlighted for future alignment evaluation and environmental clearance.

Staff assisted local governments in developing strategies and tools to preserve the preferred corridor alternative for future development.

Staff coordinated updates to the US Army Corps of Engineers (USACE) Section 404 and 408 permit project listings in cooperation with USACE and local partners, held update meetings with the USACE, and presented appropriate updates and information to committees.

Staff coordinated future funding for the extension of the USACE and NCTCOG agreement and developed a new Memorandum of Agreement to extend the partnership through 2016.

Staff coordinated with local transportation partners, Federal Highway Administration, and the USACE to develop an agreement to expedite Section 408 through identification of
barriers to funding this program, monitoring legislative issues related to this topic, hosting meetings, and facilitating discussions on this topic to move towards implementation of an agreement to expedite 408 permits.

- Staff completed the Feasibility and Funding Studies for four rail corridors, including Cotton Belt, Frisco, McKinney, and Waxahachie, and submitted to stakeholders and partner agencies. This was completed as a preliminary report to a formal environmental study for each rail corridor.

- Staff led a team through a two-step process to identify a viable funding plan, including identification, analysis and recommendation of various potential funding sources for the Cotton Belt Corridor. Multiple meetings were held with over 19 individual stakeholders and stakeholder groups. Staff also conducted a vigorous coordination effort with government agency partners.

- Assistance was provided with the planning efforts on critical regional projects such as Trinity Parkway, IH 30/IH 35E Project Pegasus, SM Wright from US 175 to IH 45, IH 35E from IH 635 to US 380, SH 360 from IH 20 to US 287, US 75 from Spur 399 to SH 121, US 75 from SH 121 to the Grayson County Line, and SH 170 from US 287 to IH 35W. Both US 75 from Spur 399 to SH 121 and IH 35E from PGBT to FM 2181 received environmental clearance in early 2011.

- The local environmental document for Segment 1 (from US 75 to SH 121) of the Collin County Outer Loop was completed. The document was approved by the Collin County Toll Road Authority (CCTRA) and is under construction. Staff continued to support CCTRA on the planning for Segment 3 (from DNT to US 75) of the Collin County Outer Loop.

- The short-term Regional Tolling Analysis (RTA), based on Mobility 2030 - 2009 Amendment, and the mid-term analysis, based on Mobility 2035, were completed. These analyses are required by FHWA in all environmental documents for all priced facilities.

- An alternative “qualitative” regional toll analysis was developed and may be used to complement the current quantitative analysis.

- Staff assisted with the environmental document for Loop 9, writing various subject area sections, providing public involvement documentation, and conducting quality control review.

D. **Subtasks**

The following subtasks address Special Studies:

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 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, nearby property owners, and the general public on the costs, benefits, and impacts of these alternatives so that an informed decision can be made for a corridor...
improvement strategy. The study also presents the opportunity to promote a balanced and multimodal 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.

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 analysis. 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, capacity improvements to existing facilities, and modifications to operational characteristics of 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 map files, 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 forecast daily volume expected to exceed 140,000, or in any case where the project is deemed potentially controversial. Staff will also develop corridor-level quantified Environmental Justice (EJ) data for all roadways seeking Federal Highway Administration approval. This quantified EJ data is developed to determine and document if proposed transportation projects impair accessibility or cause disproportionate burdens to areas of the region with higher-than-average percentages of low-income, minority, or other protected populations. In addition to the determination of corridor-level EJ data, a Regional Toll Analysis (RTA) will also be developed. The RTA is developed to determine if there are potential disproportionate impacts to low-income and minority populations based on a regional system of toll roads and managed lanes and is a key element in monitoring the equity of the planned transportation system.

In addition to technical functions, NCTCOG will continue to participate in the project development process of major roadway corridors to ensure continual coordination in the advancement 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 which enhance accessibility, improve air quality, and reduce congestion through strategic bottleneck improvements. Corridor studies will seek to advance regional goals of sustainability and livability and will promote context-sensitive design solutions where practical and appropriate using current planning guidelines which balance transportation needs, environmental impacts, the influence of transportation on land use, and urban design considerations.

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 the progress of corridor environmental analyses, and consider 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.
In coordination with UPWP Element 4.02, staff will also support the Planning and Environment Linkages (PEL) program, which will seek to identify at an early stage in the corridor planning process relevant information for the NEPA process.

Technical and policy support for corridor studies 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 consideration in the metropolitan planning process. Consistent with UPWP policies, funding assistance may be requested from the participating agencies and private concessionaires involved in CDA efforts.

The following is a list of ongoing and candidate corridors in the Dallas-Fort Worth area which may require environmental study or other feasibility assistance. These studies will be conducted based on regional priorities, schedules of partner transportation agencies, and 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 IH 183
- IH 35E North – IH 35/IH 35W to IH 635
- IH 35E 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: IH 35E – SH 183 to 8th Street
• Project Pegasus Partial Implementation Plan
• Regional Outer Loop
• SH 114 (Dallas County) – SH 121 to SH 183
• SH 114 (Denton County) – FM 156 to IH 35W
• SH 121 (Southwest Parkway/Chisholm Trail) – IH 30 to US 67
• SH 161 – Belt Line Road to IH 20
• SH 183 – SH 161 to IH 35E
• SH 190 – IH 30 to IH 20
• SH 360 – Avenue K/Brown Boulevard to IH 20
• SH 360 South Toll Road – Sublett/Camp Wisdom Road to US 67
• US 175 – IH 45/Trinity Parkway to C.R. 4106
• US 175 (S.M. Wright Freeway) – IH 45 to SH 310
• US 287 – Heritage Parkway to IH 45
• 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 County Corridor Study – Collin/Grayson County Line to President George Bush Turnpike
• US 80 – FM 460 to Spur 557

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

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 interlocal 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 enhancements, capacity improvements, or reconstruction of existing toll roads. 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. 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 Line
• 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 121 Southwest Parkway/Chisholm Trail Parkway – IH 30 to US 67
• SH 161 President George Bush Turnpike Western Extension – SH 183 to IH 20
• Trinity Parkway – IH 35E to US 175
• Regional Outer Loop (various sections)
• SH 170 – SH 114 to IH 35W
• SH 170 – IH 35W to US 287
• SH 360 South Toll Road – Sublett/Camp Wisdom Road to US 67
• SH 190 East Branch – IH 30 to IH 20
• Loop 9

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

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 Task 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 task 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 between 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 task 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. Due to the rapid growth in the perimeter counties that are within the current nonattainment area, but outside the Metropolitan Planning Area boundary, transportation planning funds will be used to support transportation planning activities, as transportation in these counties affect the transportation system within the MPA. Some work conducted outside the planning area boundary may require local funds.
In addition, this Work Program task 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 task also provides traffic forecasting and technical support for tasks conducted by other program areas within the department. These tasks include, but are not limited to, Travel Forecasting Support (2.01), Transportation Project Programming (3.01), Regional Air Quality Planning (3.02), Metropolitan Transportation Plan (4.01), Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program/Activities (4.03), Facilitating Sustainable Transportation Practices at Regional University Campuses (4.04), Corridor Studies/Environmental Study Support (5.01), Rail Corridor Feasibility Studies (5.15), Land-Use/Transportation Initiatives (5.03), Regional Freight Planning (5.08), Regional Aviation Planning (5.12), and Joint Land Use Study – Planning for Livable Military Communities (5.13).

**Collin County**

Collin County Mobility Plan Update – Please see description for Subregional and Corridor Multimodal Planning below.

**Dallas County**

Complete Streets Initiative – Staff activities will be limited to travel forecast support and technical assistance. The goal of this study, led by the City of Dallas, is to develop and implement a consistent set of design policies, guidelines, processes and standards for the citywide street network to provide for a range of transportation needs (including pedestrians, bicycles, transit, and automobiles) in a range of contexts and in a manner that promotes increased multimodal connectivity, mode choice and user safety.

I.H. 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.

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.

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.
City of Irving Subarea Planning Support – Staff activities will be limited to travel forecast support and technical assistance. The focus of this planning support will be to review travel patterns to determine if the frontage roads along Irving Boulevard can be eliminated without adversely impacting area travel/access needs, review 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, and to review a proposed rerouting of Grauwyler Road from a traffic and cost perspective.

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.

Dallas County Thoroughfare Plan Update – Staff activities will be limited to 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.

Denton County

Trophy Club Loop Road Connection – Staff activities will be limited to travel forecast support and technical assistance. The goal of this project is to plan for an east-west connection through the Town of Trophy Club that would be vital to future economic development, but also provide a local and regional bypass for SH 114 congestion.

Ellis County

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. It is anticipated that this project will be completed prior to the start of FY2012.

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. It is anticipated that this project will be completed prior to the start of FY2012.

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

Hunt County

Hunt County Transportation Plan – This project combines various Hunt County thoroughfare, corridor, sustainable development, transit, and public transportation planning efforts into a single comprehensive transportation study. The plan incorporates land-use planning, demographic projections, analysis of existing facilities, development and analysis of corridor strategies and enhancements, steering committee assistance, and public involvement. It is anticipated that this project will be completed prior to the start of FY2012. Staff may provide technical assistance, if needed, as follow-up to the study efforts.
Johnson County – No specific requests for assistance have been received.

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

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

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

Tarrant County

Grapevine Thoroughfare Plan Update – Staff activities will be limited to travel forecast support and technical assistance and guidance. The goal of this study is to analyze and identify future capacity restrictions in and around the DFW Connector, SH 26, and other street segments, particularly those on DFW Airport property.

Fort Worth Subarea Transportation Studies – Staff activities will be limited to travel forecast support, 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.

Wise County

Master Transportation Plan – Please see description for Subregional and Corridor Multimodal Planning below.

Multiple Counties

DFW International Airport East-West Connector – Staff activities will be limited to travel forecast support and technical assistance to support preliminary engineering. 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, Regional Aviation Planning.

Regional Thoroughfare Plan (RTP) – In conjunction with the development of the Metropolitan Transportation Plan, NCTCOG staff will review the RTP 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, and will include recommendations from local government thoroughfare planning efforts and 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 focus on individual countywide needs assessments, travel forecasting of the thoroughfare system to identify deficiencies and look for opportunities to provide more regional access and mobility, as well as research new guidelines and procedures to ensure that the RTP remains fluid and dynamic.
Regionally Significant Arterials (RSA) – NCTCOG staff will continue to work in cooperation with the Federal Highway Administration, the Texas Department of Transportation, and all local governments to maintain, monitor, and amend, as needed, the RSA 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.

Federal Functional Classification System (FFCS) – In FY2012 staff will devote a significant amount of time towards the official update to the FFCS. This massive undertaking will involve the coordination with multiple TxDOT regions and districts, a vast majority of metropolitan planning organizations within the State of Texas, and every local government within the region. Staff will also continue to work in cooperation with TxDOT districts to monitor new roadway projects and amend, as needed, the FFCS 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.

Subregional and Corridor Multimodal Planning

NCTCOG has received several requests for assistance on projects that involve multiple modes of travel, including roadway, transit, hike and bike trails, as well as land-use and development strategies. In light of the uncertainty regarding transportation funding levels pending SAFETEA-LU reauthorization during development of the Work Program and the level of NCTCOG staff support needed for these projects, NCTCOG could not commit to include these projects and is reserving flexibility to make those determinations at a later date. These projects are being inventoried in the Work Program, and staff will assess the projects in October 2011 to determine the appropriate level of assistance needed by NCTCOG staff. Discussions will occur with the requesting entities as to the amount of work needed on each project and associated funding. The projects being considered for further evaluation include: 1) City of Benbrook Comprehensive Plan Transportation Element Update, 2) Mansfield Highway Corridor Study, 3) US 75 Corridor Study, 4) Collin County Mobility Plan Update, 5) Transportation Planning Study in Northwest Dallas County, and 6) Wise County Master Transportation Plan. NCTCOG will provide available data including travel forecasts to support these efforts.

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 (RTC), 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, Sustainable Development Initiatives, 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 Active Transportation 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, which will include the development of the regional template based on the Dallas 2011 Bike Plan. Staff will provide support to local governments in the development of bicycle 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 Mobility 2035: The Metropolitan Transportation Plan for North Central Texas. Cities, towns, and counties identified for technical assistance in this area during FY2012 and FY2013 include: Benbrook, Corinth, Dallas, Fort Worth, Grand Prairie, Greenville, Irving, McKinney, Richland Hills, Rowlett, Sachse, Southlake, Terrell, Waxahachie, the Towns of Westlake and Trophy Club, and the Counties of Collin, Ellis, Hunt, and Rockwall.

This project will also include the detailed evaluation of safety conditions and recommended improvements associated with transit-oriented developments and other bicycle and pedestrian transportation 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 roadways, sidewalks, at transit stations, along multi-use trails, and at other bicycle and pedestrian facilities throughout the region. Additionally, the development and execution of bicycle and pedestrian user surveys, a bicycle and pedestrian transportation model, and an interactive bicycle and pedestrian mapping application are included as part of this project. Surface Transportation Program–Metropolitan Mobility funds will help support these activities. Consultant assistance may be requested.

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 Benbrook, Corinth, Dallas, Fort Worth, Grand Prairie, Greenville, Irving, McKinney, Richland Hills, Rowlett, Sachse, Southlake, Terrell, Waxahachie, the Towns of Westlake and Trophy Club, and the Counties of Collin, Ellis, Hunt, and Rockwall have been identified for assistance during Fiscal Years 2012 and 2013. 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. Surface Transportation Program–Metropolitan Mobility funds will help support these activities.
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 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 RTC allocated RTC Local funds for Sustainable Development planning projects. Exhibit VI-1 includes those projects funded through this allocation. In June 2010, the RTC again allocated RTC Local funds for Sustainable Development planning projects. Exhibit VI-2 includes the projects funded through this allocation. Staff will oversee the planning projects, consultant procurements, and plan development. In addition, specific requests have been received for technical assistance and guidance for the City of Denton. Technical assistance will also be provided to Hunt County as a follow-up to the Hunt County Transportation Plan.

Staff will also provide assistance in the development of unified corridor plans that utilize coordinated land-use and transportation strategies. Also, a study with the University of Texas at Arlington under the University Partnership Program to develop a transportation sustainability index for Texas cities will be conducted providing additional tools for planners. In addition, staff may provide technical assistance to Vision North Texas. Staff will also work with Independent School District officials and other stakeholders to coordinate school site locations and discuss regional issues related to school siting. Special emphasis will be given to siting schools in infill areas, residential neighborhoods, and around transit stations. Surface Transportation Program–Metropolitan Mobility funds also support this task.
### EXHIBIT VI-1

**SUSTAINABLE DEVELOPMENT PLANNING PROJECTS USING REGIONAL TRANSPORTATION COUNCIL LOCAL FUNDS ALLOCATED IN APRIL 2006**

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<tr>
<th>Project Name</th>
<th>Lead Project Sponsor</th>
<th>Status</th>
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<tbody>
<tr>
<td>West Dallas Signature Project/Signature Point</td>
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<tr>
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<tr>
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<td>City of Fort Worth</td>
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<td>Bellaire Area Sustainable Development Plan</td>
<td>City of Hurst</td>
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<tr>
<td>Trinity Railway Express Planning Project</td>
<td>City of Richland Hills</td>
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<td>University of North Texas Campus Area</td>
<td>City of Dallas</td>
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<tr>
<td>Sustainable Subdivision Regulations</td>
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<td>Southern Dallas County Infrastructure Analysis</td>
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### EXHIBIT VI-2

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

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<td>State Highway 5 Corridor Planning Study</td>
<td>City of McKinney</td>
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<td>Forest-Jupiter Transit-Oriented Redevelopment Plan</td>
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<td>City Center TOD Concept Plan</td>
<td>City of Cedar Hill</td>
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<td>Cleburne…This is Texas: Planning a Sustainable Future for Downtown</td>
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<td>Division Street Corridor Master Plan and Redevelopment Strategy</td>
<td>City of Arlington</td>
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<td>Santa Fe Trail Corridor Study</td>
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<td>Building Blocks Sustainable Development District</td>
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</tbody>
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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 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, Carrollton, Dallas, Denton, Duncanville, Farmers Branch, Fort Worth, Garland, Grand Prairie, Haltom City, Joshua, Lancaster, Lewisville, McKinney, Melissa, North Richland Hills, Richardson, Southlake, and White Settlement, the Town of Fairview, and Dallas Area Rapid Transit. Staff will distribute the TOD guidebook developed with assistance through the University Partnership Program to regional partners. 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. Staff will coordinate with a consultant to collect data around transit stations, such as but not limited to, existing demographics, land use, and infrastructure. Marketing materials will be created to showcase the various types of TODs in Dallas-Fort Worth.

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. The RTC also funded various sustainable development infrastructure projects through the 2009-2010 Sustainable Development Call for Projects. 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 continue to oversee consultant efforts for the MPO Coalition/Federal Agency integration program which will bring together up to 11 partner agencies across the country. This program will develop strategies to break down federal, State, regional, and local silos and create a large regional mega-project. RTC Local funds will be utilized for this initiative.

Sustainable Development Call for Projects: Infrastructure – This project was originally funded by Surface Transportation Program - Metropolitan Mobility (STP-MM) funds and was established in October 2001, along with the RTC selection of Land-use/Transportation Joint Venture projects. Additional RTC Local funds were programmed to fund this project through the 2005-2006 Sustainable Development Call for Projects. Regional Toll Revenue (RTR), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and STP-MM funds were allocated to the program with the 2009-2010 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.
Local Air Quality (LAQ) Call for Projects: Bicycle/Pedestrian Infrastructure – 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.

Regional Bicycle/Pedestrian Sustainable Development Initiatives – This project will focus on the implementation of various bicycle and pedestrian projects, and may include, but not be limited to: spot improvements, safety countermeasures, innovative facilities, street reconstruction and rehabilitation as part of bicycle and pedestrian accommodation projects, multi-use trails, signage, pavement markings, and traffic signals. Congestion Mitigation and Air Quality Improvement Program funds support this project.

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

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. NCTCOG will continue to work with the Cities of Dallas and Mineral Wells as they move forward with their site cleanup. Staff will continue to outreach to local governments interested in the available petroleum cleanup funds. This project will utilize funding from the Environmental Protection Agency and local contributions from local partners.

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 U.S.C. 134 and 49 U.S.C. 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 task. 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 task 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 Transportation Improvement Program at the appropriate time with respect to the single-occupancy-vehicle facility implementation.

**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 task also supports the development of regional TSM strategies in the Metropolitan Transportation Plan. Regional transportation system management strategies identified in the Congestion Management Process 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 Transportation Improvement Program at the appropriate time with respect to the single-occupancy-vehicle facility implementation.

**Collection of Traffic Count, Speed, and Density Data in Dallas-Fort Worth Metropolitan Area** – 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.
Alternative collection methods may be utilized for the upcoming data collection effort; 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 Dallas-Fort Worth region will enhance NCTCOG’s information system for monitoring transportation system infrastructure and performance as part of the CMP. Funding support for this project will be provided with Surface Transportation Program—Metropolitan Mobility and RTC local funds.

**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. This Work Program task 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 Transportation and Emergency Responders Uniform Communication System (TERUCS) and Center-to-Center Software implementation. This includes the identification and documentation of standards for interagency communication, data, video, and coordination of shared infrastructure/resources. Staff will participate in the Integrated Corridor Management Program and use as a pilot to enable a multimodal, cross-system performance comparison to provide a common benchmark for all transportation facilities, including up-to-date transportation information for trip planning. Surface Transportation Program—Metropolitan Mobility and Regional Transportation Council Local funds will also be utilized to support these efforts.

**Special Event Planning and Traffic Operations** – This project will provide funding to support planning efforts for special events of regional significance. NCTCOG 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. Surface Transportation Program—Metropolitan Mobility and Regional Transportation Council Local funds will also be utilized to support these efforts.

**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 NCTCOG 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.

**Regional Traffic Signal Retiming Project** – This CMAQ-funded project targets the improvement of the arterial transportation system in the Dallas-Fort Worth region. NCTCOG hired two consultants to implement the project, and staff worked with public-sector partners to select corridors to include. The corridors were 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). NCTCOG staff will oversee consultant activities, quantify air quality benefits, integrate data, and coordinate with local agencies.

**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.

**HOV Operations Outside DART Service Area** – This is a Regional Toll Revenue-funded project that addresses the need for additional capacity outside the normal Dallas Area Rapid Transit (DART) service area and normal hours of operation. The project will establish a cost basis and will reimburse DART for the cost of operating the HOV/managed lanes outside the normal area and hours of operation, including for special events. NCTCOG, in partnership with DART and TxDOT, shall provide for the opening, operation and closure of HOV/managed lanes. NCTCOG shall be responsible for project monitoring, cost accounting, and contracting, as necessary, to provide this service.

**Special Event Management** – This project provides for the implementation of various transportation service needs for special events. Such items may include, but are not limited to, the procurement of portable changeable message signs, extended hours of operation for traffic management centers, expanded Trinity Railway Express service, shuttle bus costs, and staged wrecker service. Regional Transportation Council Local funds, Surface Transportation Program – Metropolitan Mobility funds, and other local funds will support this initiative.

**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. The current Regional Vanpool Program is operated by Dallas Area Rapid Transit (DART) and the Denton County Transportation Authority (DCTA). Program 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 utilizes Surface Transportation Program—Metropolitan Mobility funds. Continued growth and participation is anticipated for this program.

**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.

**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 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. NCTCOG staff is currently working on updating the resolution and researching ways to implement and enforce the resolution after the planning phase.
The newest 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 and locate rideshare matches. 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.

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, the Fort Worth Transportation Authority, and the Denton County Transportation Authority 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.

**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, NCTCOG has identified requirements, purchased hardware and software, and hired a consultant to develop a software interface to share information through Center-to-Center software. The final phase includes investigating the connection to the Transportation Emergency Responders Uniform Communications System (TERUCS) network, continuing collection of data for analysis, software enhancements for data analysis and data quality tools, archiving data from other agencies as they share data with regional partners, 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 NCTCOG’s Internet Web site. The collected and analyzed data in the Dallas-Fort Worth 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 and Regional Transportation Council Local funds.

**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 an increase 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 motorist 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 the area. In FY2012 and FY2013, Freeway Incident Management (FIM) training courses, along with other training that helps reduce incident clearance times, will continue to be offered to emergency responders and other policy makers.

In support of the Freeway Incident Management Program, NCTCOG will make available funding to assist regional incident response agencies in purchasing improved or enhanced equipment and/or technology necessary to effectively and safely manage traffic incidents. The project will be a supplement to the Incident Management Training Program and assist in the promotion of safety for the response agencies and general public. The use of traffic control guidelines and equipment are specified in the Texas Manual on Uniform Traffic Control Devices (MUTCD) and strongly encouraged in the Freeway Incident Management Training Program. The Texas MUTCD sets standards for traffic control protocols, traffic control devices, and safety equipment requirements. BATTT (Best Available Technology, Training, and Tactics) is also a key element promoted in the FIM Training Project.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) and RTC Local funds will support these efforts.

Mobility Assistance Patrol Program Review – The Mobility Assistance Patrol Program (MAPP) 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 MAPP is also an essential element to the region’s Freeway Incident Management operations. The MAPP coverage is focused on congested roadway systems. The program is currently being operated by the Dallas County and the Tarrant County Sheriff’s Department Offices in Dallas and Tarrant Counties and portions of Collin and Denton Counties. MAPP coverage is also provided by the North Texas Tollway Authority on regional toll facilities and by Dallas Area Rapid Transit on regional HOV facilities. 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 and the overall Regional MAPP under Task 1.03, Administration of Implementation Initiatives.

5.08 Regional Freight Planning (Planning)

This Work Program task 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 task 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 the
issues will assist in the prioritization of policy, program, and project 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, assistance in facilitating/coordinating the benefits of logistic hubs, and staff assistance to the Regional Transportation Council’s Intermodal/Multimodal/High Speed Rail/Freight Subcommittee. Surface Transportation Program–Metropolitan Mobility and Regional Transportation Council Local funds will also be utilized to support this project.

Regional Freight System Plan – Staff will continue work on the regional freight system plan, Freight North Texas, a comprehensive effort that focuses 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, recommendations for future programming initiatives, and system preservation. This project includes a University Partnership Program with the University of Texas-Austin designed to develop a framework for the collection of truck travel data as well technical assistance to various local governments.

Truck-Lane Restriction Expansion Planning – Staff will review and refine planning for the expansion of the regional system of truck-lane restrictions. This work will build on the planning done as part of the Truck Lane Pilot Study and the Mobility Plan. Staff will continue to advance the short-term truck-lane restrictions as identified in the Mobility Plan.

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 and Regional Transportation Council Local funds will be utilized for this project.

Regional Railroad Crossing Banking Program – Staff will continue to develop and implement the 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 continue to enhance regional partnerships.

Railroad Safety Education Program – Staff will conduct a public outreach and education program to increase awareness about public safety at at-grade railroad crossings in the region. This project will include an analysis of rail safety data to identify target areas for educational materials and efforts.

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.

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. NCTCOG
continues a dialogue among local governments and transportation providers in North Central Texas regarding the regional coordination of response plans, response capabilities, and emergency medical services in the event of a major incident. Staff also provides technical transportation data needed to support these planning efforts, as well as to facilitate the coordination of various transportation providers and planning agencies. NCTCOG’s Transportation Department will continue to support the Emergency Preparedness Department in developing/enhancing regional emergency preparedness capacity as it relates to utilization of Intelligent Transportation Systems (ITS) or transportation management tools, and assist in the identification of Critical Infrastructure Key Resources, by developing a framework for response and contingency planning due to the unexpected loss or intentional removal of roadway capacity. Scenario modeling may identify the impact to parallel or complementary routes for strategic corridors in the region to help determine potential temporary or interim traffic management solutions.

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 North Central Texas 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 Regional Transportation Safety Working Group, 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.

5.12 Regional Aviation Planning (Planning)

This Work Program task includes planning for the regional aviation system and the surface transportation system that links aviation facilities to the region.

**Regional Aviation System Planning** – This ongoing planning task builds on the formal completion of the Regional General Aviation and Heliport System Plan to support recommendations and assist in the development of the North Central Texas regional aviation system. Coordination will be conducted with government staffs to 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). Work included will cover infrastructure improvement planning, land-use control strategies, airport advocacy and public outreach, as well as continuous data collection and analysis. This project 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.

Surface Access to Aviation – This Work Program task 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 input to the Regional Transportation Council, support for the Air Transportation Technical Advisory Committee, and coordination with FAA, TxDOT’s Aviation Division, and local aviation boards and managers. Efforts will also be coordinated with Work Program Task 5.02, Transportation Subarea Studies and Comprehensive/Thoroughfare Planning Technical Support, to assist DFW Airport in the East-West Connector Study.

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 Fort Worth, 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 Fort Worth, Joint Reserve Base (NAS Fort Worth, 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 interjurisdictional 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 Fort Worth, JRB Regional Coordination Committee and is funded through local funds.

Planning for Livable Military Communities - NCTCOG received funding from the US Department of Housing and Urban Development (HUD) to conduct additional planning studies in the area surrounding NAS Fort Worth, JRB. These funds will be used to conduct a three-year planning effort that focuses on housing, transportation, and updates to ordinances and comprehensive plans to support continued JLUS implementation including considerations for noise, safety, and compatible development. This effort will also build on work currently underway to conduct a comprehensive transportation study that will include technical reviews and analysis and development of sustainable transportation options such as bicycle/pedestrian connectivity and public transportation options, resulting in short- and long-term sustainable transportation needs and recommendations. The transportation study will incorporate support for individual city needs such as traffic counts and other transportation data needs. These efforts will be conducted in coordination with the Regional Coordination Committee (RCC) member cities and Tarrant
Staff will coordinate with federal partners such as the Department of Defense, HUD, EPA, DOT; state and regional partners such as TxDOT and public transportation agencies; and, other interested parties such as developers. These additional funds will provide opportunities to continue implementation actions defined in the JLUS while considering sustainable development options that support the HUD/EPA/DOT Livability Principles and Sustainable Communities Partnership.

North Texas Aviation Education Integration and Outreach – This work task describes implementation and outreach efforts associated with recommendations from the North Texas Aviation Education Initiative study completed in 2010. Facilitation of regional aviation program development as well as a variety of outreach strategies to local students will be conducted. These efforts are funded through a combination of grants, RTC Local dollars, and industry partnerships. Consultant assistance will be utilized.

5.14 Support to Texas Metropolitan Planning Organizations (Planning)

NCTCOG staff will continue to provide administrative support to the Texas Metropolitan Planning Organization. The Federal Highway Administration, through the Texas Department of Transportation, will provide NCTCOG with funds to cover administrative expenses associated with this support. These funds will also be used to pay the annual dues for all 25 Texas Metropolitan Planning Organizations to the Association of Metropolitan Planning Organizations (AMPO).

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 task 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 in advancing critical regional projects through development, approval, and implementation as soon as possible. Working in close partnership with the region’s transportation agencies and their respective staffs, 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.

Cotton Belt Innovative Finance Initiative – As a continuing effort from FY2011, NCTCOG staff will further investigate innovative funding opportunities to generate revenue for capital and operating cost needs for the entire 62-mile regional rail Cotton Belt Corridor from Southwest Fort Worth to the DART Red Line in Richardson/Plano. Working in partnership with DART and The T, NCTCOG staff will finalize the Phase I Funding Plan and then, upon acceptance by DART and The Board of Directors, will initiate the Phase II Financial Plan investigations to
determine the best methods and mechanisms to begin generating that revenue. Significant effort is expected in meeting with and developing consensus on the financial plan approach with all stakeholders along the 62-mile corridor, including 15 cities, 3 counties, and property owners and developers at each of 27 stations. In addition, equity issues of east vs. west and transit authority member cities vs. non-member cities will be investigated, and recommendations will be made on most appropriate means for “fair share” participation. Consultant assistance will be utilized for this initiative, and Regional Toll Revenue funds will be used.

High Speed Rail – Oklahoma to DFW Corridor – In May 2011, TxDOT successfully received a grant award of $5.8 million from the USDOT High Speed Rail program to develop conceptual engineering and environmental analysis for a potential high speed rail corridor between Oklahoma and the South Texas border through the North Texas region. Under a participation agreement with the TxDOT Rail Division, NCTCOG staff will provide in-kind support during FY2012 in the areas of alternative technology and alternative analysis, ridership analysis, cost/benefit analysis, and air quality impact analysis. Surface Transportation Program–Metropolitan Mobility funding will be used to support this effort.

Regional Outer Loop/Rail Bypass – The Regional Outer Loop is a 240-mile-long corridor, initially 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. With the expected FY2011 final development, public review, approval, and publishing of the Regional Outer Loop Corridor Identification Report, NCTCOG staff activities will shift in focus toward the identification of segment logical termini, advancing inter-agency strategies for more comprehensive environmental evaluations of individual segments, and determining alternative regulatory and/or financing approaches that may enhance corridor preservation and development efforts. Emphasis will continue to 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. Extensive stakeholder and public communication, close coordination with various cities and counties throughout the corridor, and collaboration with the TxDOT districts/headquarters and regional toll/mobility authorities will continue to occur. Surface Transportation Program – Metropolitan Mobility and Regional Toll Revenue funding will be utilized to support this effort.

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 support for the completion of the Environmental Impact Statement document by partner agencies. Staff will also support initiatives to secure funding for the project as directed by the Regional Transportation Council. These efforts may 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.

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 task 4.02, Coordination of Transportation and Environmental Planning Processes, and could include attendance at meetings and coordination with resource agencies. A combination of federal and local funds will be sought to support this initiative.

Collin County Outer Loop - NCTCOG will assist Collin County with the development and implementation of the proposed Collin County Outer Loop. This would include coordinating with local, regional, State and federal agencies and assistance in the preparation of environmental and planning documents. Regional Toll Revenue funds will be utilized to support this effort.

IH 35E (IH 635 to US 380) – Staff will provide support to TxDOT and local partners to help facilitate environmental, design, and funding approvals from the FHWA. This support includes, but is not limited to, forecasting travel demand; assessing project impacts on the regional transportation system, community, and natural environment; and evaluating funding opportunities. Regional Toll Revenue funds will be utilized to support this effort.

Dallas – Oak Cliff Streetcar – Working in partnership with the City of Dallas and Dallas Area Rapid Transit (DART), NCTCOG secured a TIGER grant of $23 million in early 2009 for an initial starter line of streetcar passenger rail service from Downtown Dallas to Oak Cliff. This 1.5 mile starter segment will travel from Union Station along Houston Street, across the Trinity River along the Houston Street Viaduct, and terminate near Methodist Hospital. NCTCOG staff will serve as the Federal Transit Administration (FTA) grantee providing management and oversight of the TIGER federal funds. The City of Dallas serves as project “Owner” and DART serves as the “Owner’s Technical Representative” responsible for design, environmental clearance, construction, and operations. NCTCOG staff activities such as providing oversight and direction on planning, environmental analysis, financial analysis, and grant agreement management for the 1.5 mile streetcar starter segment will be funded with Surface Transportation Program – Metropolitan Mobility funds.

SH 170 – Many of the cities in Northern Tarrant County are experiencing record population growth, while challenged with the coordination of a growing number of gas wells reducing the area of developable property. Working in partnership with the North Texas Tollway Authority (NTTA), NCTCOG staff will support the early efforts of route analysis and environmental clearance of the SH170 extension, from IH35 West to SH287. This early route analysis and environmental clearance will support the needs of right-of-way preservation needed immediately to ensure the SH170 extension right-of-way is preserved for its ultimate implementation. NCTCOG staff, in collaboration with NTTA staff, will assist and support the consultant procurement, data collection, traffic analysis, travel demand analysis, and field environmental analysis. Surface Transportation Program – Metropolitan Mobility funds will be utilized in this effort.
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.

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.

E. Funding Summary

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1 Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables. Estimates based on prior authorizations; approvals are made contingent upon legislation for continued funding.
Task 5.0 Funding Summary
VII. Strategic Regional Initiatives

Staff has identified several strategic regional initiatives directed toward innovative methods of funding and implementing transportation improvements in the North Central Texas Region to offset the decline in federal and State gas tax revenues and help expedite project implementation. One of these non-traditional methods focuses on techniques to capture the increase in the value of real property brought about by the public-sector funding of highway and transit improvements. Expediting project implementation while enhancing the environmental mitigation of transportation projects has been identified as a strategic need. Staff will pursue funding for these efforts through various sources such as partnerships with transportation providers, as well as State and federal grant opportunities that may arise, which will be categorized as Revenue Center 6 funding when received. Below is a summary of these strategies initiatives that will be pursued once available funding is identified.

Transportation Innovative Finance Initiative Opportunities – Building on the success of the Cotton Belt Innovative Finance Initiative, this effort will continue to investigate revenue opportunities for various transportation corridors. The project will identify viable revenue sources appropriate for both capital and operation and maintenance costs for various proposed transportation infrastructure projects. Proposed transportation infrastructure projects include roadway, public transportation, and multimodal projects. The effort will: (1) analyze various revenue strategies; (2) coordinate with local governments and transportation partners through regularly scheduled meetings; (3) assess the existing conditions and potential opportunities for innovative funding opportunities; (4) evaluate capital and operation and maintenance costs for various projects; and (7) prepare a formal report identifying a recommended funding plan for various projects. This effort will include an Eastside Value Capture Study in response to a request from cities in the eastern half of Dallas County experiencing significant population growth and desirous of passenger rail service into the DART Service Area.

Regional Environmental Mitigation Proposal – Various irretrievable resources continue to degrade in quality and quantity, while current mitigation funding sources and methods decline. As a separate, but complementary effort to NCTCOG’s Ecological Framework Study contained in the FY2010 and FY2011 UPWP under Task 4.02, NCTCOG staff will identify and analyze opportunities to consolidate and leverage environmental mitigation commitments from individual projects towards a more regional approach. By collectively leveraging, across the DFW region, the legally enforceable, mitigation funding commitments of individual projects approved through NEPA and permitting, this initiative may potentially generate its own self-sustaining revenue stream to implement long-term complex environmental mitigation. Ultimately, this regional environmental initiative will monitor the effectiveness of mitigation measures proposed, take remedial actions as necessary, and maintain the system of improvements envisioned by the Ecological Framework.
The work described in this document will be accomplished during the period October 1, 2011 to September 30, 2013. This work will be a cooperative effort between government agencies at four levels—local, regional, state, and federal—and will be funded in some manner by each of the participants. These activities will also involve private-sector groups including citizens, companies, interest groups, and various associations of these three. This Work Program is prepared with requests, guidance, and cooperation from the principal local agencies in the region.

The transportation planning process is a collection of resources that can be called upon by local governments to assist and supplement their capabilities whenever necessary to meet needs for solving increasingly more complex transportation problems. The FY2012 and FY2013 Unified Planning Work Program (UPWP) reflects the Metropolitan Planning Organization’s (MPO) goals to meet MPO planning requirements and guidelines reaffirmed by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); to aid in the implementation of projects contained in the Metropolitan Transportation Plan through an efficient, cost-effective, and equitable system of project programming and prioritization in the Transportation Improvement Program; to develop and implement a regional congestion management process; to continue to support regional efforts to improve air quality; to coordinate regional aviation planning activities; and to assist local governments and transportation providers with various transportation planning activities. Efforts will continue on the monitoring and researching of new travel forecasting and transportation planning techniques to provide the most efficient and effective solutions available for meeting the region’s transportation needs.
**Disadvantaged Business Enterprises**

Participation by Disadvantaged Business Enterprises (DBE) to plan and provide technical and transportation services is encouraged by the North Central Texas Council of Governments (NCTCOG). In this regard, NCTCOG has established a Transportation Department-Wide overall Disadvantaged Business Enterprise (DBE) goal of 25 percent of the final negotiated contract amount for participation on the part of socially and economically disadvantaged individuals in DOT-assisted projects. Specific DBE goals are established for each procurement, dependent upon the type of services being procured. Consultant firms are encouraged to provide their contact, areas of expertise, and DBE certification information to the North Central Texas Council of Governments (NCTCOG) for Request for Proposal (RFP) notifications. In addition, a DBE list is maintained, based on information provided by firms, and provided as part of the RFP. Assurance is also given that, in accordance with Title VI of the Civil Rights Act of 1964, NCTCOG will not discriminate against any person on the grounds of race, color, age, sex, disability, or national origin.

**Proposed Budget**

This section summarizes the budget for the FY2012 and FY2013 Unified Planning Work Program. Financial support for Fiscal Years 2012 and 2013 will be provided from a number of sources including the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Texas Department of Transportation (TxDOT), the Texas Commission on Environmental Quality (TCEQ), Environmental Protection Agency (EPA), Department of Energy (DOE), State Energy Conservation Office (SECO), Federal Aviation Administration (FAA), and the North Texas Tollway Authority (NTTA). In addition, various local sources will be acquired to assist in the funding of this program.
The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL Section 112 and FTA Section 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA Section 112 and FTA 5303 funds for FY2012 and FY2013 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all metropolitan planning organizations. The FY2012 and FY2013 FHWA and FTA funding levels reflected in this program are estimates based on prior authorizations and are summarized in Exhibit VIII-1. Future authorizations of these funds are contingent upon pending legislation. The formula-based FHWA PL Section 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is estimated at $6,741,903 per year for a two-year total of $13,483,806. The Federal Transit Administration Section 5303 funding is estimated at $2,087,045 per year for a two-year total of $4,174,090. An estimated balance of $5,352,082 in unexpended/unobligated FHWA PL Section 112 funding will be available from the FY2011 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL Section 112 and FTA Section 5303 funding for the FY2012 and FY2013 UPWP is estimated at $23,009,978. Transportation Planning Funds in the amount of $18,864,000 have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA Section 5303 allocation of $4,174,090, the estimated FY2011 FHWA PL Section 112 fund balance of $5,352,082, and $9,337,828 of Fiscal Years 2012 and 2013 FHWA PL Section 112 funding. The remaining balance of Fiscal Years 2012 and 2013 FHWA PL Section 112 funds of $4,145,978 is anticipated to be carried over to Fiscal Year 2014.
### EXHIBIT VIII-1
FY2012 AND FY2013 TPF PROGRAMMING SUMMARY

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**Programmed**

- FHWA (PL-112): 18,864,000
- Carryover: 4,145,978

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*Assuming FY2011 Funding Levels

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- **2012**
  - FHWA (PL-112): 57% 21%
  - Carryover: 22%
  - FTA (5303): 22%

- **2013**
  - FHWA (PL-112): 51% 27%
  - Carryover: 22%
  - FTA (5303): 22%
### EXHIBIT VIII-2
**FY 2012 AND FY2013 ALLOCATION OF TRANSPORTATION PLANNING FUNDS**

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UPWP funding is composed of five main revenue centers. Revenue Center 1 consists of planning activities being conducted with formula planning funds and utilizes FHWA PL Section 112 and FTA Section 5303 funding for project support. Revenue Center 2 consists of planning activities being conducted with non-formula funds provided by various agencies such as the North Texas Tollway Authority, Federal Aviation Administration, US Department of Energy, and the Texas Commission on Environmental Quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Program—Metropolitan Mobility (STP-MM) funding are also utilized under this revenue center. Revenue Center 3 consists of Management and Operations, or implementation projects, which are supported through non-formula implementation funds. These projects are funded primarily through CMAQ and STP-MM funds, as well as various local government funding. Revenue Center 4 consists of local air quality and sustainable development implementation and planning projects funded with RTC Local funds. Revenue Center 5 consists of projects to be implemented with Regional Toll Revenue funding (e.g., proceeds from S.H. 121 up-front payment). Revenue Center 6 consists
of non-formula planning and implementation activities outlined in Chapter VII, Strategic Regional Initiatives, for which funding will be pursued from various sources such as partnerships with transportation provider, as well as State and federal grant opportunities.

The Unified Planning Work Program will be modified over the course of the fiscal year(s) as additional funds become available. Funding from each source is summarized by task in Exhibit VIII-3. FHWA and FTA funding is summarized under Transportation Planning Funds (TPF).

**Activity Schedule**

Work in the FY2012 and FY2013 Unified Planning Work Program will be ongoing and continuous throughout the two-year timeframe. Work Program tasks conducted for or in cooperation with local agencies are dependent upon their participation in the process and are scheduled accordingly. Some projects, such as preparing the Transportation Improvement Program, can be described as year-round activities when accounting for individual project revisions and their technical and local impact reviews. In addition, the performance of consultant studies for local transit operators and cities must be timed in accordance with locally determined priorities, which thus precludes setting a rigid advanced schedule.

Consequently, no specific schedule for work tasks has been provided in this Work Program. Instead, carryover work not completed from the FY2010 and FY2011 Work Program will be completed first, and new work will be started as soon as possible in accordance with local agency needs at the time. Task initiation will also depend on special needs or interests and resources available. Care will be exercised to start tasks of longer duration or those requiring significant lead time or down time as early in the two-year timeframe as possible in order to improve the chances of their being completed by the end of September 2013.
### EXHIBIT VIII-3

**FY2012 AND FY2013 UPWP FUNDING SUMMARY**

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VIII. Overview of Work Program Funding

Summary of Funding by Task

Summary of Total Funding
IX. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area

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

North Texas Tollway Authority

The North Texas Tollway Authority may be conducting Traffic and Revenue studies on the following corridors: Dallas North Tollway Extension, SH 170 Alliance Gateway; SH 360; SH 190 East Branch; and Trinity Parkway.

Denton County Transportation Authority

Fixed Guideway Study - The Denton County Transportation Authority (DCTA) is conducting a detailed evaluation of the potential corridors for the implementation of a fixed-guideway transit project to provide connectivity from DCTA facilities to key population centers, including the
University of North Texas. The study will analyze the potential usage, costs, funding mechanisms, constraints and implementation strategies for various alignment possibilities. Federal funding for the program will come from the 2008 Section 5307 New Starts Program. DCTA will provide local match funding as the implementing agency.

Long-range Service Plan Update Study – Denton County has selected a consultant to review its current transit system and existing service plan with a fresh and innovative perspective and determine the future mobility needs of the Authority’s service area so that the agency can prioritize its capital investments, service expansions, and long-range planning initiatives. The study will provide an updated Service Plan that will guide the Authority’s service planning, capital improvement program, and financial planning through 2035.

**Fort Worth Transportation Authority**

Southeast Fort Worth Passenger Rail Study – The Fort Worth Transportation Authority is reviewing the benefits and costs of two rail options serving Southeast Fort Worth. Rail access to this portion of the region is warranted in the Mobility 2035 Plan.

**Dallas Area Rapid Transit**

Mobility Management – Dallas Area Rapid Transit (DART) is conducting a study focusing on the education and resources necessary for DART to be a leading regional partner in mobility management activities and coordination of public transit and human services transportation. Federal funding for the study is obtained through the Section 5317 New Freedom program. DART will provide local match funding as the implementing agency.

South Oak Cliff Blue Line Extension Alternatives Analysis – The Alternatives Analysis will study the most appropriate transit investment for extending transit service from the existing Blue Line
south of Ledbetter Station towards the University of North Texas (UNT) Dallas Campus, an approximately three-mile distance. This includes the surrounding neighborhoods in South Oak Cliff. The study area is located within the City of Dallas in south Dallas County, east of IH 35E, north of IH 20, and west of IH 45.

**Downtown Dallas Second Alignment (D2), Alternatives Analysis** – Dallas Area Rapid Transit initiated the D2 Alternatives Analysis (AA) in April 2007 to identify a locally preferred alternative for downtown investments in the Dallas Central Business District. It published the AA/DEIS in April 2010, and is expanding the Alternatives Analysis to more fully coordinate recent developments related to streetcar and land-use planning in downtown Dallas. Included in this Alternatives Analysis work program will be the new planning issues raised during the public comment period of the AA/DEIS.

**City of Dallas**

**Complete Streets Initiative** – The Complete Streets Initiative is aimed at phased transformation of Dallas’ transportation network as the city redevelops and continues to invest in a range of transit improvements, bikeway facilities and mixed-use or transit-oriented development projects. This initiative will advance the vision articulated in the forwardDallas! Comprehensive Plan and establish the necessary provisions for an enhanced approach to street design and operation. The City of Dallas has received two separate grants from the North Central Texas Council of Governments and the Federal Highway Administration to cover the costs of the Complete Streets Initiative.

The primary goal of the Complete Streets Initiative is to develop and implement a consistent set of design policies, guidelines, processes, and standards for the citywide street network to...
provide for a range of transportation needs (including pedestrians, bicycles, transit and automobiles) in a range of contexts and in a manner that promotes increased multimodal connectivity, mode choice, and user safety. The intent is to advance the application of complete streets design principles in the implementation of future roadway improvement projects, as well as in the management and operations of existing roadways.

City of Irving (The Irving Boulevard Enhancement Study)

In the spring 2008, the City of Irving retained the services of the planning firm EDAW, Inc., based in Denver, Colorado, to undertake an extensive study of the Irving Boulevard corridor from S.H. 183 on the west to Loop 12 on the east to analyze existing constraints on land use, transportation and economic development with the charge to develop short- and long-range recommendations for the comprehensive redevelopment of the same to revitalize this “original” community corridor and transform it into a regional destination venue.

Town of Trophy Club

Trophy Club “Loop Road” Connection – Trophy Club does not have an east-west road connection through the Town. There is a “half-loop” road with no current connection. The existing roads were stubbed out to complete the connection at some point during the future. The connection is not only vital to future Trophy club economic development, but it is also a significant public safety issue. If an east-west connection is constructed, it would allow for improved public safety response times and would provide an alternate route during emergency situations for residents, business owners, and schools. Additionally, it would mitigate traffic on other Trophy Club roads, especially during peak traffic hours. It would allow local and regional traffic to bypass State Highway 114, thus reducing congestion and pollution.
Work is ongoing with the Army Corps of Engineers on proposed road alignments. Previously, the City of Roanoke and Northwest Independent School District wrote support letters for the project.

City of Southlake and the Towns of Trophy Club and Westlake

Trail Connectivity of Three Cities: Westlake, Southlake, and Trophy Club – The goal of this project is to provide trail connections for residential communities and corporate campuses located between the cities of Westlake, Southlake, and Trophy Club at State Highway (SH) 114, Solana Boulevard and Kirkwood Boulevard, in addition to State Highway 114 and Westlake Parkway. The project would include 10’ wide sidewalks made of concrete and crushed granite where applicable, safety controls at SH 114, and consists of five-to-eight miles of trails.
APPENDIX A

POLICY AND TECHNICAL COMMITTEE MEMBERSHIP
Regional Transportation Council

Ron Natinsky, Chair  Councilmember  City of Dallas
Jungus Jordan, Vice Chair  Councilmember  City of Fort Worth
Pete Kamp, Secretary  Mayor Pro Tem  City of Denton
Ron Brown  Commissioner  Ellis County
Mike Cantrell  Commissioner  Dallas County
Sheri Capehart  Councilmember  City of Arlington
Maribel Chavez, P.E.  District Engineer  TxDOT, Fort Worth District
Gary Cumbie  Board Chair  Fort Worth Transportation Authority
Bob Day  Board Member  North Texas Tollway Authority
Lee Dunlap  Mayor Pro Tem  City of Plano
Rudy Durham  Deputy Mayor Pro Tem  City of Lewisville
Andy Eads  Commissioner  Denton County
Charles Emery  Board Chair  Denton County Transportation Authority
Mark Enoch  Board Member  Dallas Area Rapid Transit
Sal Espino  Councilmember  City of Fort Worth
Gary Fickes  Commissioner  Tarrant County
Rob Franke, P.E.  Mayor  City of Cedar Hill
Bill Hale, P.E.  District Engineer  TxDOT, Dallas District
Roger Harmon  County Judge  Johnson County
Kathleen Hicks  Councilmember  City of Fort Worth
Vonciel Jones Hill  Councilmember  City of Dallas
John Horn  County Judge  Hunt County
Clay Lewis Jenkins  County Judge  Dallas County
Ron Jensen  Councilmember  City of Grand Prairie
Ron Jones  Mayor  City of Garland
Geralyn Kever  Councilmember  City of McKinney
Linda Koop  Councilmember  City of Dallas
Kimberly Lay  Deputy Mayor Pro Tem  Town of Addison
Mike Leyman  Councilmember
City of Mansfield
Matthew Marchant  Mayor Pro Tem  City of Carrollton
Maher Maso  Mayor  City of Frisco
Bill McLendon  Councilmember  City of Hurst
Pauline Medrano  Deputy Mayor Pro Tem  City of Dallas
John Monaco  Mayor  City of Mesquite
Rich Morgan  Citizen Representative  City of Dallas
Mark Riley  County Judge  Parker County
Rick Stopfer  Councilmember  City of Irving
John Tatum  Citizen Representative  City of Dallas
T. Oscar Trevino Jr., P.E.  Mayor  City of North Richland Hills
Bernice J. Washington  Board Member  Dallas/Fort Worth International Airport
Duncan Webb  Commissioner  Collin County
B. Glen Whitley  County Judge  Tarrant County
Kathryn Wilemon  Councilmember  City of Arlington
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<td>David Davis</td>
<td>City of Farmers Branch</td>
<td></td>
</tr>
<tr>
<td>Claud Elsom</td>
<td>Rockwall County</td>
<td></td>
</tr>
<tr>
<td>Clovia English</td>
<td>City of Lancaster</td>
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<tr>
<td>David Esquivel</td>
<td>City of Cleburne</td>
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</tr>
<tr>
<td>Eric Fladager</td>
<td>City of Fort Worth</td>
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</tr>
<tr>
<td>Gina Garcia</td>
<td>City of Duncanville</td>
<td></td>
</tr>
<tr>
<td>Ken Griffin</td>
<td>City of Coppell</td>
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<tr>
<td>Cecil Hollingsworth</td>
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</tr>
<tr>
<td>Jill House</td>
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<tr>
<td>Tom Ice</td>
<td>City of Haltom City</td>
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</tr>
<tr>
<td>Paul Iwuchukwu</td>
<td>City of Arlington</td>
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<td>David Jodray</td>
<td>City of Fort Worth</td>
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<tr>
<td>Tom Johnson</td>
<td>City of DeSoto</td>
<td></td>
</tr>
<tr>
<td>Sholeh Karimi</td>
<td>City of Grand Prairie</td>
<td></td>
</tr>
<tr>
<td>Gus Khankarli</td>
<td>TxDOT, North Regional Office</td>
<td></td>
</tr>
<tr>
<td>Chiamin Korngiebel</td>
<td>City of Dallas</td>
<td></td>
</tr>
<tr>
<td>John Kubala</td>
<td>City of Bedford</td>
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</tr>
<tr>
<td>T.S. Kumar</td>
<td>City of Lewisville</td>
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<tr>
<td>Renee Lamb</td>
<td>Tarrant County</td>
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<tr>
<td>Barbra Leftwich</td>
<td>Ellis County</td>
<td></td>
</tr>
<tr>
<td>Dee Leggett</td>
<td>Denton County Transportation Authority</td>
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</tr>
<tr>
<td>Stanford Lynch</td>
<td>Hunt County</td>
<td></td>
</tr>
<tr>
<td>Rick Mackey</td>
<td>TxDOT, Paris</td>
<td></td>
</tr>
<tr>
<td>Srinu Mandayam</td>
<td>City of Mesquite</td>
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</tr>
<tr>
<td>Margie McAllister</td>
<td>TCEQ</td>
<td></td>
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<tr>
<td>Clyde Melick</td>
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</tr>
<tr>
<td>Brian Moen</td>
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<tr>
<td>Cesar Molina Jr.</td>
<td>City of Carrollton</td>
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</tr>
<tr>
<td>Elizabeth Mow</td>
<td>North Texas Tollway Authority</td>
<td></td>
</tr>
<tr>
<td>Lloyd Neal</td>
<td>City of Plano</td>
<td></td>
</tr>
<tr>
<td>Mark Nelson</td>
<td>City of Denton</td>
<td></td>
</tr>
<tr>
<td>Jim O’Connor</td>
<td>City of Irving</td>
<td></td>
</tr>
<tr>
<td>Koorosh Olyai</td>
<td>Dallas Area Rapid Transit</td>
<td></td>
</tr>
<tr>
<td>Michael Pacelli</td>
<td>City of Grapevine</td>
<td></td>
</tr>
<tr>
<td>John Polster</td>
<td>Denton County</td>
<td></td>
</tr>
<tr>
<td>Beth Ramirez</td>
<td>City of Dallas</td>
<td></td>
</tr>
<tr>
<td>Rebecca Rasor</td>
<td>City of Dallas</td>
<td></td>
</tr>
<tr>
<td>Mark Rauscher</td>
<td>City of Fort Worth</td>
<td></td>
</tr>
<tr>
<td>Robyn Root</td>
<td>City of McKinney</td>
<td></td>
</tr>
<tr>
<td>Greg Royster</td>
<td>Dallas/Fort Worth International Airport</td>
<td></td>
</tr>
<tr>
<td>Steve Salin</td>
<td>Dallas Area Rapid Transit</td>
<td></td>
</tr>
<tr>
<td>Elias Sassoon</td>
<td>City of Cedar Hill</td>
<td></td>
</tr>
<tr>
<td>Moosa Saghian</td>
<td>TxDOT, Dallas</td>
<td></td>
</tr>
<tr>
<td>Gordon Scruggs</td>
<td>City of The Colony</td>
<td></td>
</tr>
<tr>
<td>Kelly Selman</td>
<td>TxDOT, Dallas</td>
<td></td>
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<tr>
<td>Lori Shelton</td>
<td>North Texas Tollway Authority</td>
<td></td>
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<tr>
<td>Joe Sherwin</td>
<td>City of Hurst</td>
<td></td>
</tr>
<tr>
<td>Randy Skinner</td>
<td>Tarrant County</td>
<td></td>
</tr>
<tr>
<td>Jim Sparks</td>
<td>City of Grand Prairie</td>
<td></td>
</tr>
<tr>
<td>Jonathan Toffer</td>
<td>Dallas County</td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX B

METROPOLITAN PLANNING AREA BOUNDARY MAP
DEBARMENT CERTIFICATION  
(Negotiated Contracts)

(1) The ________MPO__________ as CONTRACTOR certifies to the best of its knowledge and belief, that it and its principals:

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

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

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

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

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

* federal, state or local

__________________________
Signature – Chairman, MPO Policy Committee

__________________________
Title

__________________________
Date
APPENDIX D

LOBBYING CERTIFICATION
CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

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

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

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

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

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

Signature – Chairman, MPO Policy Committee

Title

Agency

Date
Certification of Compliance

I, ______________________________________________________________,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of ________________________________

_______________________________________________________________,
(MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in
compliance with 49 CFR 18, “Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local
Governments,” as it may be revised or superseded.

__________________                      _____________________________________
Date              Signature - Chairman, MPO Policy Committee

Attest:

___________________________________
Name

___________________________________
Title
APPENDIX F

ETHICS AND COMPLIANCE CERTIFICATION
Certification of Internal Ethics and Compliance Program

I, ____________________________
(Name and Position, Typed or Printed)

a duly authorized officer/representative of ____________________________

___________________________________________
(MPO)

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

___________________________________________
Date

___________________________________________
Signature - Chairman, MPO Policy Committee

Attest:

___________________________________________
Name

___________________________________________
Title
APPENDIX G

THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS’ TRANSPORTATION PUBLIC INVOLVEMENT PROCESS
THE NEED FOR PUBLIC PARTICIPATION

An effective public participation process provides for an open exchange of information and ideas between the public and transportation decision makers. The overall objective of the North Central Texas Council of Governments’ (NCTCOG’s) Transportation Department public participation plan is that it is proactive, provides complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. Not only does the public participation plan provide a mechanism for NCTCOG Transportation Department to solicit ideas and public comments, it also builds support among the public who are stakeholders in transportation investments that impact their communities.

Key elements for effective public participation are:

1. Clearly defined purpose and objectives for initiating a public dialogue on transportation plans, programs, projects, policies and partnerships;
2. Identification of specifically who the affected public and other stakeholder groups are with respect to the plans, programs, projects, policies and partnerships under development;
3. Identification of techniques for engaging the public in the process;
4. Varied notification procedures which effectively target affected groups;
5. Education and assistance techniques which result in an accurate and full public understanding of the transportation problem, potential solutions, and obstacles and opportunities within various solutions to the problem; and
6. Follow-through by public agencies demonstrating that decision makers seriously considered public input.
7. Multiple mediums and opportunities to submit input.

NCTCOG Transportation Department reviews guidance on public participation from the Federal Highway Administration/Federal Transit Administration on a regular basis.

ENVIRONMENTAL JUSTICE AND TITLE VI REQUIREMENTS

NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into its Public Participation Plan. During the public participation process, populations that have been traditionally underserved by existing transportation systems, including but not limited to low-income and minority households, are sought out and their needs considered.
In response to Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, NCTCOG’s policy reflects that no segment of the region should, because of race, economic makeup, age, sex, or disability, bear a disproportionate share of the adverse human health or environmental effects, including social and economic effects, of its programs, policies, and activities or be denied equal access to environmental benefits. Other fundamental concepts of Environmental Justice included in NCTCOG’s policy are to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in, or significant delay in receipt of benefits by minority and low-income populations.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify communities of concern that can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts. NCTCOG annually publishes a report outlining how Environmental Justice concerns are addressed in the Department’s activities.

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

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

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

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

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

**PUBLIC PARTICIPATION REQUIREMENTS**

Prior to the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA),
there were no formal public involvement procedures for metropolitan transportation planning. However, all technical committee meetings and Regional Transportation Council meetings were open to the public, and meeting notices were mailed to several hundred interested parties. A concerted effort to contact private sector and government interests was achieved. In addition, local government hearings were held prior to the adoption of the Metropolitan Transportation Plan and Transportation Improvement Program.

ISTEA and subsequent federal transportation legislation include requirements for proactive public involvement as part of the metropolitan transportation planning process. This Public Participation Plan was updated in May 2007 in accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) and related federal rules.

The federal rules for metropolitan transportation planning contain additional guidelines in 23 CFR 450.316. Ten requirements are specified and are summarized in Appendix A, along with NCTCOG's response as to how the requirement will be met. Appendix B specifically lists the types of interested parties identified in SAFETEA-LU.

PUBLIC PARTICIPATION COMPONENTS

There are six main components to the NCTCOG Transportation Public Participation Plan, as described below:

1. Public meetings will occur prior to NCTCOG’s Regional Transportation Council (RTC) approval of the Transportation Improvement Program (TIP), the Metropolitan Transportation Plan (MTP), Air Quality Conformity, and the Unified Planning Work Program (UPWP). Public meetings will also occur prior to TIP revisions and MTP updates.

2. Notification of UPWP modifications and TIP administrative amendments can be conducted by mailings, newspaper ads, and/or e-mail, if not addressed at public meetings.

3. Open meetings include RTC and the standing technical, policy and strategic committees.

4. NCTCOG’s Government Applications Review Committee provides a forum for the review of applications for various federal and State programs as part of the Texas Review and Comment System.

5. Whenever NCTCOG is involved in the development of environmental documents following National Environmental Policy Act (NEPA), staff will coordinate with implementing agencies for public involvement and, when applicable, the Texas Department of Transportation Environmental Manual.

6. Additional public information is available through NCTCOG staff and Web site.

The following tables contain details concerning each component of the public participation plan:
### 1. Public Meetings

<table>
<thead>
<tr>
<th>PUBLIC PARTICIPATION COMPONENT</th>
<th>PUBLIC MEETING DATE</th>
<th>COMMENT PERIOD²</th>
<th>ADDITIONAL COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development of Transportation Improvement Program, including Air Quality Conformity¹</td>
<td>At least 30 days prior to RTC approval</td>
<td>30 days</td>
<td>All public comments received on the TIP and MTP will be included in the documentation of the TIP and MTP or by reference to Air Quality Conformity documentation. Whenever possible, each of these topics will be covered in the same public meetings.</td>
</tr>
<tr>
<td>Development of Metropolitan Transportation Plan (including Air Quality Conformity and population and employment forecasts)</td>
<td>A public meeting shall be held at least 60 days prior to requesting RTC action. A second public meeting will be held at least 30 days prior to RTC approval.</td>
<td>30 days following each meeting</td>
<td></td>
</tr>
<tr>
<td>TIP Revisions</td>
<td>At least 30 days prior to RTC approval³</td>
<td>30 days³</td>
<td>Revisions are project modifications that require RTC action; rules regarding various types of TIP modifications are outlined in the TIP Modification Policy (Appendix D).</td>
</tr>
<tr>
<td>Metropolitan Transportation Plan Amendments</td>
<td>At least 30 days prior to RTC approval</td>
<td>30 days</td>
<td></td>
</tr>
<tr>
<td>Development of Unified Planning Work Program</td>
<td>Once every two years, at least 30 days prior to RTC approval</td>
<td>30 days</td>
<td></td>
</tr>
<tr>
<td>Congestion Management Process</td>
<td>At least 30 days prior to RTC approval</td>
<td>30 days</td>
<td></td>
</tr>
<tr>
<td>Development or update of the Public Participation Plan</td>
<td>At least 45 days prior to RTC approval if changes reducing public participation proposed</td>
<td>45 days</td>
<td></td>
</tr>
</tbody>
</table>

¹Sometimes conformity is re-evaluated, because of changes due to the transportation system, as well as changes in the emission budget of the State Implementation Plan. Public Meetings will be held under both conditions.

²In the event that more than one public meeting is scheduled; the public comment period will begin following the first meeting.

³With increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent modification of the TIP due to funding requirements or timelines. In these cases, exceptions to the 30-day comment period may be required in order to avoid not being able to secure funding. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.
### 2. Notification

<table>
<thead>
<tr>
<th>PUBLIC PARTICIPATION COMPONENT</th>
<th>PUBLIC MEETING DATE</th>
<th>COMMENT PERIOD</th>
<th>ADDITIONAL COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>UPWP modifications</td>
<td>Notification by mailings, newspaper ads, and/or e-mail if modifications do not impact air quality conformity. At least 30 days prior to RTC approval if modifications are expected to impact air quality conformity.</td>
<td>30 days</td>
<td>UPWP modifications that do not impact air quality conformity can be transmitted by notification if not presented at public meetings.</td>
</tr>
<tr>
<td>TIP Administrative Amendments and modifications supporting previous RTC action</td>
<td>Summary of modifications provided at next public meeting as well as notice about how to access the complete list of administrative amendments.</td>
<td>N/A</td>
<td>TIP modifications supporting previous RTC action that do not impact air quality conformity can be transmitted by notification if not presented at public meetings.</td>
</tr>
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</table>

### 3. Open Meetings

<table>
<thead>
<tr>
<th>Component</th>
<th>Meeting Schedule</th>
<th>N/A</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Transportation Council (RTC)</td>
<td>Regular meeting on second Thursday of each month</td>
<td>N/A</td>
<td>TIP Administrative Amendments and other items not specifically requiring public involvement will be presented and discussed at the RTC and standing technical, policy and strategic committee meetings.</td>
</tr>
<tr>
<td>All Other Committees as determined by Open Meetings Act including those identified in RTC bylaws as standing technical, policy and strategic committees.</td>
<td>(determined individually)</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

### 4. Government Applications Review Committee
### Government Applications Review Committee

As Needed | N/A | Various federal and State programs are reviewed for regional consistency under the Texas Review and Comment System (TRACS).

### 5. Additional Public Information

<table>
<thead>
<tr>
<th>PUBLIC PARTICIPATION COMPONENT</th>
<th>PUBLIC MEETING DATE</th>
<th>COMMENT PERIOD</th>
<th>ADDITIONAL COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Information</td>
<td>As Needed</td>
<td>N/A</td>
<td>See Appendix A. Requests for public information and presentations are coordinated through NCTCOG staff.</td>
</tr>
<tr>
<td>Presentations</td>
<td>As Needed</td>
<td>N/A</td>
<td>Staff presentations and other information are available for public review by contacting NCTCOG’s Transportation Department or through the NCTCOG Web site.</td>
</tr>
<tr>
<td>Publications</td>
<td>As Needed</td>
<td>N/A</td>
<td>Publications are available by contacting NCTCOG’s Transportation Department or through the NCTCOG Web site</td>
</tr>
<tr>
<td>Opportunity to review draft environmental documents</td>
<td>N/A</td>
<td>To be determined by agency publishing document.</td>
<td>As the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours.</td>
</tr>
<tr>
<td>Web site</td>
<td>As Needed</td>
<td>N/A</td>
<td>Public information will be made available in electronically accessible format and means, such as the World Wide Web, whenever possible.</td>
</tr>
<tr>
<td>Community Events</td>
<td>As Needed</td>
<td>N/A</td>
<td>Public information is distributed at a variety of community events, such as local government events, Earth Day celebrations, bike rallies, etc. in order to increase public awareness of NCTCOG transportation and related air quality plans and programs.</td>
</tr>
</tbody>
</table>
### 6. Environmental Documents and Implementing Agency Coordination

| Development of NEPA environmental documents and in coordination with implementing agency. | According to requirements established in the Texas Department of Transportation Environmental Manual or similar documents for implementing agency. | TBD depending on requirements established | NCTCOG will work with the implementing agency to establish and meet public involvement requirements including when applicable those outlined in the Texas Department of Transportation Environmental Manual. |
NOTIFICATION OF PUBLIC PARTICIPATION ACTIVITIES

All public meeting notices will be sent to select newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses, chambers of commerce (including minority chambers), and the Texas Register. In addition, NCTCOG will maintain a comprehensive mailing list containing the names of individuals and organizations that wish to be notified of all public meetings as well as stakeholders identified in Appendix B. To be included on the mailing list, please submit the attached Public Notification form or go to the NCTCOG Web site, www.nctcog.org.

For additional information on the North Central Texas Council of Governments' Transportation Public Participation Plan, contact NCTCOG's Transportation Department:

North Central Texas Council of Governments
Transportation Department
P.O. Box 5888
Arlington, Texas 76005-5888

(817) 695-9240 metro
(817) 640-3028 fax
transinfo@nctcog.org
PUBLIC NOTIFICATION
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
TRANSPORTATION DEPARTMENT

Please add my name to the Public Notification list:

Name: ________________________________________________
Title: ________________________________________________
Agency: ________________________________________________
Address: ________________________________________________
Phone: ________________________________________________
Email: ________________________________________________

Please mail, email or fax to:
North Central Texas Council of Governments
Transportation Department
P.O. Box 5888
Arlington, Texas 76005-5888
Fax (817) 640-3028
E-mail: transinfo@nctcog.org
Web site: www.nctcog.org
## Summary of Public Involvement Requirements - 23 CFR 450.316 (a)(1)

<table>
<thead>
<tr>
<th>REQUIREMENT</th>
<th>NCTCOG RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>(i) Provide adequate public notice of public participation activities and time for public review and comment</td>
<td>Public meeting notices will be sent to selected newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses, chambers of commerce (including minority chambers), and the Texas Register. In addition, NCTCOG will maintain a comprehensive mailing list containing the names of individuals and organizations that wish to be notified of all public meetings as well as stakeholders identified in Appendix B.</td>
</tr>
<tr>
<td>(ii) Provide timely information on transportation issues and processes</td>
<td>Information is disseminated through NCTCOG’s publications, reports, public meetings and other outreach events, the NCTCOG Web site, local newspapers, and open meetings.</td>
</tr>
<tr>
<td>(iii) Employ visualization techniques to describe metropolitan transportation plans and TIPs</td>
<td>To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos, and computer simulation in its public involvement activities.</td>
</tr>
<tr>
<td>(iv) Make public information available in electronically accessible formats, such as the World Wide Web</td>
<td>Reports, plans, publications, recent presentations, and other information are available on the NCTCOG Web site. Public comments may also be submitted on the NCTCOG Transportation Department Web site and via e-mail. Interested parties may subscribe to receive topic-specific e-mail correspondence. Additional web-related communication tools are evaluated continuously for implementation.</td>
</tr>
<tr>
<td>(v) Hold public meetings at convenient and accessible locations and times</td>
<td>Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meeting materials and summaries are archived online and hard copies can be mailed upon request.</td>
</tr>
<tr>
<td>REQUIREMENT</td>
<td>NCTCOG RESPONSE</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>(vi) Demonstrate explicit consideration and response to public input received during development of the MTP and TIP</td>
<td>Public meetings will be held during development of the TIP and MTP as well as upon proposal of revisions/updates to these documents. All public comments will be reviewed and considered by the RTC and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be included in documentation of the TIP and the MTP or via reference to Air Quality Conformity documentation.</td>
</tr>
<tr>
<td>(vii) Seek out and consider the needs of those traditionally underserved, including, but not limited to low income and minority households</td>
<td>A comprehensive mailing list will be maintained. Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times.</td>
</tr>
<tr>
<td>(viii) Provide additional opportunity for public comment if final MTP or TIP differs significantly from version made available for public review</td>
<td>If the TIP or MTP requires significant revisions, additional public meetings will be held.</td>
</tr>
<tr>
<td>(ix) Coordinate with statewide transportation planning public involvement process</td>
<td>When possible, public meetings will be coordinated with the Texas Department of Transportation.</td>
</tr>
<tr>
<td>(x) Periodic review of Public Participation Plan (PPP)</td>
<td>NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the meeting.</td>
</tr>
</tbody>
</table>
### APPENDIX B

**Participation by Interested Parties**  
23 CFR 450.134 (a)

<table>
<thead>
<tr>
<th>Interested Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>citizens</td>
</tr>
<tr>
<td>affected public agencies</td>
</tr>
<tr>
<td>representatives of public transportation employees</td>
</tr>
<tr>
<td>freight shippers</td>
</tr>
<tr>
<td>providers of freight transportation services</td>
</tr>
<tr>
<td>private providers of transportation</td>
</tr>
<tr>
<td>representatives of users of public transportation</td>
</tr>
<tr>
<td>representatives of users of pedestrian walkways and bicycle transportation facilities</td>
</tr>
<tr>
<td>representatives of the disabled</td>
</tr>
<tr>
<td>other interested parties</td>
</tr>
<tr>
<td>• Local and State Emergency Response agencies</td>
</tr>
<tr>
<td>• State and Local agencies responsible for growth and economic development</td>
</tr>
<tr>
<td>• Federal, State and Tribal wildlife, land management, and regulatory agencies</td>
</tr>
<tr>
<td>• Airport operators</td>
</tr>
</tbody>
</table>
This document describes the North Central Texas Council of Governments (NCTCOG’s) Transportation Department’s ongoing public outreach efforts, which are utilized in conjunction with the formal public participation procedures. In addition, Appendix C describes the implementation process for the formal public participation procedures. The public participation procedures were originally adopted by the Regional Transportation Council (RTC) in June 1994 and represent the standard practices the NCTCOG Transportation Department follows in involving the public in regional transportation planning. These procedures were updated pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), the most recent federal transportation authorization legislation, and related federal rules.

In addition to these procedures, the NCTCOG Transportation Department has developed many avenues to increase public outreach. Public outreach efforts identify three critical actions:

- inform, which consists of providing information and outreach to the public;
- input, which provides an opportunity for the public to provide comments; and
- support, which follows the first two actions.

To receive effective input from the public, it is important that the public have an understanding of the issues that surround transportation and related air quality planning, programs, projects and policies. The purpose of public outreach efforts is to equip the public with that understanding.

Generally, when the public has been informed and has had the opportunity to provide input, sufficient consensus building can take place, which provides the support base for whatever transportation decisions are made.

**Public Outreach Components**

For projects requiring development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies and, when applicable, the Texas Department of Transportation Environmental Manual will be met. During this process, NCTCOG will continuously coordinate with the implementing agency. One or several additional communication tools may also be used.

Public outreach serves to educate and inform the public about transportation issues and the planning process. Extensive public outreach activities should motivate public interest in transportation issues and lead to greater attendance and involvement at public meetings. Public meetings provide a useful opportunity for transportation stakeholders and the general public to submit formal, written comments or oral comments on transportation issues and planning activities. It also provides an opportunity for the NCTCOG Transportation Department to learn of public needs and opinions on various transportation issues.
In order to effectively communicate transportation and related air quality issues to the public, the NCTCOG Transportation Department employs various communication strategies. One or several of the following elements can be used as a means to educate the public on transportation issues.

- **Mailing List:** The Public Notification Database, a comprehensive mailing list of member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including minority chambers), churches, and citizens has been developed, and is continually maintained and expanded. Individuals on this list receive public meeting notices; notices of workshops or open houses; educational brochures; newsletters; and other material suitable for mass mailings.

  The current Public Notification Database contains approximately 9,000 individuals and is updated continuously to include new entries from the NCTCOG Transportation Department web page (an on-line form is available for submission), returned mail, and requests for additions and deletions from various sources. The NCTCOG Transportation Department also conducts an annual survey of the mailing list via return post card to track interests and for correction of information.

- **Publications:** The NCTCOG Transportation Department, in conjunction with the Public Affairs Department, takes an active roll in producing publications designed to educate the public on transportation issues and encourage their active involvement. Such publications include the *Mobility Matters* quarterly newsletter, initiated in December 2001, to provide information on the Transportation Department's activities and initiatives. This newsletter is mailed to the entire Public Notification Database, and made available at all public meetings, community events, at Regional Transportation Council and subcommittee meetings and is available through the NCTCOG Web site. Other publications include, but are not limited to:

  - *Citizen Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area*
  - Educational pamphlets
  - *It's Your Region* (a monthly newsletter produced by NCTCOG)
  - *Local Motion*, (a monthly newsletter for local elected officials and transportation decision makers)
  - *Metropolitan Transportation Plan Executive Summary*
  - *Mobility Matters* (a quarterly newsletter mailed to the Public Involvement list)
  - Notices of Public Meeting, Workshops, and Open House events
  - *Regional Mobility Initiatives* (an ongoing educational report series)
  - *Transportation State of the Region* annual report

Since 1996, 22 issues of Regional Mobility Initiatives have been produced and distributed, and are accessible through the NCTCOG Web site:

- *Advanced Transportation Management*, March 1996
- *Air Quality*, July 1996
- *Traffic Congestion*, October 1996
- *Multimodal Solutions in the North Central Corridor*, July 1997
- *Toll Roads*, February 1998
Surveys: Where appropriate, the NCTCOG Transportation Department may conduct surveys to determine public awareness and/or sentiment with regard to certain planning issues. Surveys may be relatively small endeavors designed to shed light on one or two issues, or may be large-scale planning endeavors.

Planning Documents: Various planning documents and other publications are made available upon request. Environmental documents received by the Metropolitan Planning Organization are also available to the public. Most can also be viewed via the NCTCOG Web site. These publications include, but are not limited to:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Other Management System Reports
- Air Quality Conformity Analysis
- Technical Report Series Reports
- Unified Planning Work Program

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

Relationships with Local Media: Relationships with media are continually being cultivated by increasing the frequency with which media releases are distributed, compiling and updating a media e-mail distribution list which includes more than 150 reporters at almost 100 local print and broadcast media outlets, and by fostering personal contact with local editors and news directors by providing timely and accurate information upon their request. NCTCOG Transportation Department staff attends professional organization meetings designed to improve media relations and develop further contacts with individual
representatives of local media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area citizens regarding transportation issues in a positive and proactive manner.

- **Electronically Accessible Information:** Information is also available online via the NCTCOG Transportation Department Web site www.nctcog.org/trans. This site includes a Public Involvement web page, www.nctcog.org/trans/outreach/involve/index.asp, to provide the latest information on public meetings, media releases, public surveys, and NCTCOG Transportation Department’s Public Participation Plan. Public meeting presentations, handouts, schedules, flyers, and minutes are made available on this site as well. A printable public notification form for mailing or an online version that can be used via e-mail is available. Interested parties may also directly access all Transportation Department staff members via e-mail, phone, fax or postal mail.

- **Consensus Building:** For appropriate planning activities, NCTCOG Transportation Department will utilize, to the greatest extent possible, certain outreach efforts early in the planning process to gather input and build consensus among various transportation stakeholders. The public outreach plan for each activity will detail specific activities to be undertaken. Such efforts may include, but are not limited to:
  - Open Houses
  - Listening Sessions
  - Roundtables
  - Conferences and Forums

- **Public Meetings:** In addition to these public outreach activities, the Transportation Department follows general public procedures in holding public meetings to facilitate greater participation and to encourage the exchange of ideas and information. Environmental Justice aspects are always considered when selecting meeting sites.

**General Public Meeting Guidelines**

1. Meetings will be held in accessible locations, preferably near transit lines or routes.
2. Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
3. Presentations and supporting documentation, as needed, will be available at all meetings.
4. An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.

5. For meetings on a specific project, the meeting(s) will be held in corridor(s) directly affected by the project.
6. The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Facilities will be available on request for persons with disabilities, including sign and foreign language interpreters, and handouts in large print or Braille. A minimum of 3 business days
advance notice is required for these arrangements to be provided. Public meeting notices will provide the telephone number and e-mail address to request special arrangements.

7. At a minimum, the meeting will be audio taped. Videotaping may be preferable in certain situations.

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

Notification of Public Meeting Activities

All public meeting notices will be sent to select newspapers, as necessary, to ensure regional coverage. All public meetings are posted on the Texas Register Web site as part of the Open Meetings requirement. Public meeting notices are mailed to meeting location facilities, more than 160 public libraries, more than 190 city and county offices for posting, and to approximately 9,000 individuals and organizations in our public notification database. NCTCOG Transportation Department staff will contact public information officers of the cities in which meetings are scheduled, to request assistance in posting information, often on the city cable television channel and Web sites.

- Community Outreach Events: In an effort to educate the public and increase public awareness of NCTCOG transportation plans and programs, information is distributed at a variety of community events such as local government events, Earth Day celebrations, bike rallies, etc. Transportation Department staff also frequently makes presentations to community groups and civic organizations.
The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding with federal, State, and local funds within the Dallas-Fort Worth area. A new TIP is approved every two years by the Regional Transportation Council (RTC), which serves as the policy board for the Dallas-Fort Worth Metropolitan Planning Organization (MPO). Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on a regular basis.

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

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

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

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

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

**General Policy Provisions**

1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.

2. Air quality conformity, Mobility Plan consistency, congestion management system compliance, and financial constraint requirements must be met for all TIP modifications.

3. Project modifications will only be made with the consent of the implementing/impacted agency.
4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.

5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds.

6. For projects selected using project scoring methodologies, projects must be rescored and achieve the minimum score acceptable for programming before a cost increase is considered.

7. Cost increases for strategically-selected projects fall under the same modification policy provisions, although project rescoring may not be necessary.

8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, with Congestion Mitigation and Air Quality Improvement Program (CMAQ) or Surface Transportation Program – Metropolitan Mobility (STP-MM) funding, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need and be ready for implementation or construction before the next RTC funding initiative or funding cycle.

9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.

10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the 2001 Land Use/Transportation Joint Venture program are not eligible for cost increases from RTC-selected funding categories.

11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.

12. Cost indicators may be evaluated on cost overruns to alert project reviewers to potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either: (a) require a more detailed estimate and explanation, (b) require value engineering, (c) suggest a reduced project scope, or (d) determine that a cost increase will come from local funds, not RTC funds.
Project Changes Not Requiring TIP Modification

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

1. Changes in Control Section Job (CSJ) Number – changes to CSJ’s do not require a TIP modification. Potential CSJ changes may include conversion from Planning CSJ’s to Permanent CSJ’s, identification of a new CSJ, delineation of Permanent CSJ into segments creating multiple CSJ’s, etc.

2. Changes to TxDOT’s Design and Construction Information System (DCIS) – the DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.

3. At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in FY 2005, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.

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

Administrative Amendment Policy

Administrative Amendments are TIP modifications that do not require action of the RTC for approval. Under the Administrative Amendment Policy, the RTC has authorized the Director of Transportation for the Dallas-Fort Worth MPO to approve TIP modifications that meet the following conditions. After they are approved, administrative amendments are provided to STTC and the RTC for informational purposes, unless they are merely processed to support previous RTC project approval (see Item 5).

1. **Cost Increases:** Administrative amendments are allowed for cost increases up to the following percentages based on the total project cost:

<table>
<thead>
<tr>
<th>Percent Increase</th>
<th>Total Project Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>75</td>
<td>0 - 250,000</td>
</tr>
<tr>
<td>30</td>
<td>250,001 - 1,000,000</td>
</tr>
<tr>
<td>20</td>
<td>1,000,001 - 3,000,000</td>
</tr>
<tr>
<td>15</td>
<td>&gt;3,000,001</td>
</tr>
</tbody>
</table>

2. **Cost Decreases:** Administrative amendments are allowed for cost decreases.

3. **Funding Year Changes:** Administrative amendments are allowed for fiscal year changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction.
4. Changes in Federal Funding Categories that Do Not Impact RTC-Selected Funding Programs: RTC-Selected funding programs include: CMAQ, STP-MM, Urban Street Program, Category 2 - Metro Corridor (in coordination with TxDOT), Urbanized Area Formula Program - Transit Section 5307.

5. Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action: (e.g., adding a project previously approved by the RTC)

6. Addition of Noncapacity, Conformity-Exempt Projects from TxDOT Funding Programs:

Examples include, but are not limited to:

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

7. Changes to Implementing Agency: Requires written request/approval from the current implementing agency and the newly proposed implementing agency

8. Increased Flexibility for CMAQ and STP-MM Traffic Signal and Intersection Improvement “Grouped” Projects

Administrative amendments are allowed for funding and location changes as indicated below:

- Same locations, additional funding needed - see cost increase provisions above
- Fewer locations, same or additional funding needed - eligible, but requires evaluation and rescoring
- Fewer locations, decreased funding - eligible
- Additional locations, same or decreased funding - eligible, but:
  - New locations must be of the same project type,
  - Project does not change significantly, and
  - New locations must be part of a coordinated signal system or within the area of influence for intersection improvements.
- Additional locations, more funding needed - not eligible (requires a revision)

Administrative amendments are allowed for changes to project design or scope, but require:
- Evaluation and rescoring to ensure similar benefits,
- That the project does not change significantly, and
- That the funding must be for equal or less amount.

9. Addition of New Phases to STIP: Includes engineering, right-of-way, and construction

10. Potentially Controversial Projects - The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.
**Revision Policy**

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

1. **Adding or Deleting Projects from the TIP:** (except as outlined in #4 and #5 under the Administrative Amendment Policy)

2. **Cost Increases:** A revision is required on any cost increase that does not fall under item #1 in the administrative amendment policy statement

3. **Scope Changes:** (except as outlined in #7 under Administrative Amendment Policy):
   - Type of Work Being Performed
   - Physical Length of Project
   - Project Termini

4. **Funding Year Changes:** A revision is required to move a project into a fiscal year that would delay project implementation.

5. **Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision.

Approved by the RTC on October 13, 2005
NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into the public participation process for transportation planning. Input and involvement from populations that have been traditionally underserved by existing transportation systems, including but not limited to low-income and minority households, are sought out and their needs considered. Various communication strategies and information formats seek to make information easily accessible and understandable.

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

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

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

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

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.
To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

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

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

**Identification of LEP populations and determination of how these individuals are served or likely to be served by NCTCOG Transportation Department Programs**

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

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

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

**Limited English Proficiency Service Area**
Data for the 12-county Metropolitan Planning Area was gathered using the 2000 decennial census and the 2005-2007 American Community Survey. LEP persons were classified as anyone over the age of five that classified their ability to speak English as ‘well,’ ‘not well,’ and ‘not at all.’ Figures from both data sets were compiled to provide an approximation for the rate of growth of LEP persons in the service area. Data from the 2005-2007 American Community Survey was not available for the counties of Rockwall and Kaufman; thus, no comparison was made for those two counties and data from the 2000 Census was used when determining figures based on the 2005-2007 American Community Survey.

In 2007, the American Community Survey estimated population was 5,459,711 for the 12-county region. The LEP population was 776,083, approximately 14.2 percent of the total population. Data from the 2000 Census showed the LEP population to be 596,426; which is a 30.1 percent increase. Based on the most recent data available Spanish is the largest language represented among the LEP population with 12 percent of the total population identified as speaking Spanish, according to the 2007 American Community Survey. Asian languages were the second largest group among the LEP population comprising 1.5 percent of the total population.

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

<table>
<thead>
<tr>
<th>Total Metropolitan Planning Area (MPA) Population</th>
<th>Total MPA LEP Population</th>
<th>% LEP of Total Population</th>
<th>Total MPA Spanish Population</th>
<th>% Spanish of Total Population</th>
<th>Total MPA Asian Languages Population</th>
<th>% Asian Language of Total Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 Census</td>
<td>4,782,849</td>
<td>596,426</td>
<td>12.5%</td>
<td>486,399</td>
<td>66,633</td>
<td>1.4%</td>
</tr>
<tr>
<td>2007 American Community Survey</td>
<td>5,459,711</td>
<td>776,083</td>
<td>14.2%</td>
<td>645,235</td>
<td>82,010</td>
<td>1.5%</td>
</tr>
<tr>
<td>% Change</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>14.2%</td>
<td>30.1%</td>
<td>32.7%</td>
<td>23.1%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


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

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

Recognizing that low literacy could also result in limited English proficiency, data from the U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy was analyzed. The study used population estimates for persons 16 years and older as of 2003. Individuals determined to lack basic literacy skills either scored below basic in prose or could not be tested due to language barriers.
The study found that 19 percent of the statewide population lacked basic literacy skills. Within the 12-county area, 21 percent of the Dallas County population lacked basic literacy skills. Dallas County was the only county in the region above the state percentage.

<table>
<thead>
<tr>
<th>Location</th>
<th>Population size¹</th>
<th>Percent lacking basic literacy skills²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Texas</td>
<td>15,936,279</td>
<td>19%</td>
</tr>
<tr>
<td>Collin County</td>
<td>437,018</td>
<td>8%</td>
</tr>
<tr>
<td>Dallas County</td>
<td>1,650,735</td>
<td>21%</td>
</tr>
<tr>
<td>Denton County</td>
<td>371,897</td>
<td>8%</td>
</tr>
<tr>
<td>Ellis County</td>
<td>90,668</td>
<td>13%</td>
</tr>
<tr>
<td>Hood County</td>
<td>35,299</td>
<td>9%</td>
</tr>
<tr>
<td>Hunt County</td>
<td>60,001</td>
<td>13%</td>
</tr>
<tr>
<td>Johnson County</td>
<td>102,672</td>
<td>12%</td>
</tr>
<tr>
<td>Kaufman County</td>
<td>60,172</td>
<td>14%</td>
</tr>
<tr>
<td>Parker County</td>
<td>72,454</td>
<td>9%</td>
</tr>
<tr>
<td>Rockwall County</td>
<td>40,168</td>
<td>8%</td>
</tr>
<tr>
<td>Tarrant County</td>
<td>1,130,374</td>
<td>14%</td>
</tr>
<tr>
<td>Wise County</td>
<td>40,253</td>
<td>12%</td>
</tr>
</tbody>
</table>

¹ Estimated population size of persons 16 years and older in households in 2003.
² Those lacking Basic prose literacy skills include those who scored Below Basic in prose and those who could not be tested due to language barriers.


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

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

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

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

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

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

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

NCTCOG currently has available, if needed, bilingual staff to assist in translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages as well as American Sign Language. NCTCOG currently utilizes a translation service and department staff to translate documents. Visualization tools like animations, maps, renderings, photos and others are also used when possible to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons.

**Guidelines for making language assistance available**

All language assistance will be provided at no charge to LEP individuals.

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

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

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

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of 3 business days advance notice is required for these arrangements to be provided at public meetings.

NCTCOG Transportation Department staff will consistently seek out input and involvement from organizations and agencies which serve LEP populations to complement other language assistance and outreach efforts.
Staff training for considering the needs of and interacting with LEP persons

All NCTCOG Transportation Department staff members employed as of May 2009 completed training on the requirements and techniques for providing meaningful access to services for LEP persons. Training materials and resources continue to be available for review by all staff—including new employees.

Notice of assistance available for LEP persons

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

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

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

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

Monitoring and updating plans and strategies that address how LEP individuals have access to information and opportunities for program participation

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

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

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

Title VI Complaint Procedures
Introduction

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in NCTCOG’s provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

Any person who believes NCTCOG, or any entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

NCTCOG will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.
When to File

A complaint of discrimination must be filed within 180 calendar days of the alleged act of Discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180-day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint form and consent/release form must be dated and signed for acceptance. Complaints received more than 180 days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

Where to File

In order to be processed, signed original complaint forms must be mailed to:

   North Central Texas Council of Governments
   Transportation Department
   Title VI Specialist
   P.O. Box 5888
   Arlington, TX 76005-5888

Or hand delivered to:

   616 Six Flags Drive
   Arlington, TX 76011

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited-English proficiency. A complaint may also be filed by a representative on behalf of a complainant.

Persons who are not satisfied with the findings of NCTCOG may seek remedy from other applicable state of federal agencies.

Required Elements of a Complaint

In order to be processed, a complaint must be in writing and contain the following information:

- Name, address, and phone number of the complainant.
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly discriminated.
- Date of alleged discriminatory act(s).
- Basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability).
- A statement of complaint.
- Signed consent release form.
Incomplete Complaints

Upon initial review of the complaint, the Title VI Specialist will ensure that the form is complete and that any initial supporting documentation is provided. Should any deficiencies be found, the Title VI Specialist will notify the complainant within 10 working days. If reasonable efforts to reach the complainant are unsuccessful or if the complainant does not respond within the time specified in the request (30 days), the recipient may close the complainant’s file. The complainant may resubmit the complaint provided it is filed within the original 180-day period.

Should the complaint be closed due to lack of required information, NCTCOG will notify the complainant at their last known address. In the event the complainant submits the missing information after the file has been closed, the complaint may be reopened provided it has not been more than 180 days since the date of the alleged discriminatory action.

Records of Complaints

The Title VI Specialist will keep a record of all complaints received. The log will include such information as:
- Basic information about the complaint such as when it was filed, who filed it, and who it was against.
- A description of the alleged discriminatory action.
- Findings of the investigation.

Complaint Process Overview

The following is a description of how a discrimination complaint will be handled once received by NCTCOG.

1. A complaint is received by NCTCOG:
   Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited-English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint that do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. The complainant will be notified if the complaint form is incomplete and asked to furnish the missing information.

2. Complaint is logged into tracking database:
   Completed complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received.

3. Determine jurisdiction:
   NCTCOG’s Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets basic criteria.

   Criteria required for a complete complaint:
   - Basis of alleged discrimination (i.e., race, religion, color, national origin, sex, age or disability).
Determination of timeliness will also be made to ensure that the complaint was filed within the 180 day time requirement.

The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination is made in which the program or activity that the alleged discrimination occurred is not related to a NCTCOG program or activity, every attempt will be made to establish the correct agency. Whenever possible, and assuming consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency.

4. Initial written notice to complainant:
Within 10 working days of the receipt of the complaint, NCTCOG will send notice to the complainant confirming receipt of the complaint; if needed the notice will request additional information, notify complainant that the activity is not related to a NCTCOG program or activity, or does not meet deadline requirements. Conclusions made in step three will determine the appropriate response to the complaint. Examples of response letters are located in Appendix A. If any additional information is needed from the complainant, it will be communicated at this point in the process. A copy of the written response, as well as the complaint form, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for informational purposes only.

5. Investigation of complaint:
The Title VI specialist will confer with the Department Director to determine the most appropriate fact finding process to ensure that all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include but is not limited to:
- Internal meetings with NCTCOG staff and legal counsel.
- Consultation with state and federal agencies.
- Interviews of complainant(s).
- Review of documentation (i.e., planning, public involvement, and technical program activities).
- Interviews and review of documentation with other agencies involved.
- Review of technical analysis methods.
- Review of demographic data.

6. Determination of investigation:
An investigation must be completed within 60 days of receiving the complete complaint, unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The Title VI Specialist, Department Director and/or designee will render a recommendation for action, including formal and/or informal resolution strategies in a report of findings to the NCTCOG Executive Director.

7. Notification of determination:
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for information purposes.
Title VI Complaint Procedures

**RECEIPT OF COMPLAINT**
A written discrimination complaint is received and entered into tracking database.

**INITIAL REVIEW**
Initial review completed and response sent to complainant within 10 working days of when complaint received.

- **Complete complaint and consent forms?**
  - Yes: **INITIAL WRITTEN RESPONSE** Confirm receipt of complaint. Request additional information.
  - No:
    - Requested information received within 30 days? (No -> INVESTIGATION / FACT FINDING)
    - Yes: **INITIAL WRITTEN RESPONSE** Confirm receipt of complaint. Commence fact-finding process.
    - **INITIAL WRITTEN RESPONSE** Referred to another agency. Complaint closed at NCTCOG.

- **In NCTCOG jurisdiction?**
  - Yes:
    - **INITIAL WRITTEN RESPONSE** Referred to another agency. Complaint closed at NCTCOG.
  - No:
    - **INITIAL WRITTEN RESPONSE** Confirm receipt of complaint. Request additional information.

- **< 180 calendar days since alleged occurrence?**
  - Yes: **INITIAL WRITTEN RESPONSE** Referred to another agency. Complaint closed at NCTCOG.
  - No: **INITIAL WRITTEN RESPONSE** Confirm receipt of complaint. Request additional information.

**INVESTIGATION / FACT FINDING**
Completed within 60 working days of receiving complaint. Findings summarized and report submitted to head of Agency.

**DETERMINATION OF INVESTIGATION**
Notification of determination sent to complainant within 90 working days of receiving complaint.

- **Did discrimination occur?**
  - Yes: **WRITTEN NOTIFICATION OF INVESTIGATION DETERMINATION** Includes proposed course of action to address finding of discrimination.
  - No: **WRITTEN NOTIFICATION OF INVESTIGATION DETERMINATION** Explains finding of no discrimination and advises complainant of appeal rights.
The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

NCTCOG is required to implement measures to ensure that persons with limited-English proficiency or disability have meaningful access to the services, benefits and information of all its programs and activities under Executive Order 13166. Upon request, assistance will be provided if you are limited-English proficient or disabled. Complaints may be filed using an alternative format if you are unable to complete the written form.

The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar days to respond to any written request for information. Failure to do so will result in the closure of the complaint.

Submit the forms by mail to:
North Central Texas Council of Governments
Transportation Department
Title VI Specialist,
P.O. Box 5888
Arlington, TX  76005-5888

Or in Person at:
616 Six Flags Drive
Arlington, TX 76011

If you have any questions or need additional information, please call (817)695-9240 or e-mail titlevi@nctcog.org.
North Central Texas Council of Governments
Discrimination Complaint Form

Please read the information on the first page of this form carefully before you begin.

1

First Name  MI  Last Name

Street Address  City  State  Zip Code

Telephone Number  e-mail Address

2

Who do you believe discriminated against you?

First Name  MI  Last Name

Name of Business/Organization  Position/Title

Street Address  City  State  Zip Code

Person's Relationship to You

3

When did the alleged act(s) of discrimination occur?
Please list all applicable dates in mm/dd/yyyy format.

Date(s):

Is the alleged discrimination ongoing?  Yes  No

4

Where did the alleged act(s) of discrimination occur? (Attach additional pages as necessary.)

Name of Location

5

Indicate the basis of your grievance of discrimination.

☐ Race:  ☐ Color:
☐ National Origin:  ☐ Sex:
☐ Age:  ☐ Disability:
☐ Religion:
Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.

Please explain how other persons or groups were treated differently by the person(s)/agency who discriminated against you.

Please list and describe all documents, e-mails, or other records and materials pertaining to your complaint.

Please list and identify any witness(es) to the incidents or persons who have personal knowledge of information pertaining to your complaint.

Have you previously reported or otherwise complained about this incident or related acts of discrimination? If so, please identify the individual to whom you made the report, the date on which you made the report, and the resolution. Please provide any supporting documentation.
Please provide any additional information about the alleged discrimination.

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

First Name  MI  Last Name

Name of Business  Position/Title  Telephone Number

Street Address  City  State  Zip Code

8 This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination Complaint Consent/Release form is attached. If you are filing a complaint of discrimination on behalf of another person, our office will also need this person’s consent.

I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances are as I have described them. I also understand that if I will be assisted by an advisor, my signature below authorizes the named individual to receive copies of relevant correspondence regarding the complaint and to accompany me during the investigation.

Signature  Date
North Central Texas Council of Governments
Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin.

First Name          MI          Last Name

Street Address      City        State            Zip Code

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

Please Check one:

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

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

Signature _______________________________ Date _______________________________
APPENDIX H

METROPOLITAN PLANNING AGREEMENT
MEMORANDUM OF AGREEMENT
Between
The DALLAS-FORT WORTH METROPOLITAN PLANNING ORGANIZATION
and
The TEXAS DEPARTMENT OF TRANSPORTATION
and
The PUBLIC TRANSPORTATION OPERATORS

It is the purpose of this agreement to make provision for cooperative mutual responsibilities in carrying out the metropolitan transportation planning process in the Dallas-Fort Worth Metropolitan Planning Area and to provide a single agreement among the State, the MPO, and the Public Transportation Operator(s) in accordance with current federal legislation.

WHEREAS the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) promulgated regulations 23 CFR 450.314; and

WHEREAS § 450.314 – Metropolitan Planning Agreements further requires that the MPO, the State, and the public transportation operator(s) cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in clearly identified written agreements between the MPO, the State(s), and the public transportation operator(s) serving the metropolitan planning area; and

WHEREAS it is recommended that to the extent possible, a single agreement among all responsible parties be developed to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan (MTP) (§ 450.322), the Metropolitan Transportation Improvement Program (TIP) (§ 450.324), and development of the annual listing of obligated projects (§ 450.332).

NOW, THEREFORE, the parties do agree as follows:

To cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process.

To make provisions for cooperatively developing and sharing information related to the development of financial plans that support the MTP and the TIP.

That the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

And that the Unified Planning Work Program (UPWP) will detail and document these responsibilities, deliverables and associated costs as part of this Metropolitan Planning Agreement in Appendix H of the Work Program.
Signatory:

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS:

Mike Eastland, Executive Director

Date: ___________________________

REGIONAL TRANSPORTATION COUNCIL:

Michael Morris, Director of Transportation

Date: ___________________________

DENTON COUNTY TRANSPORTATION AUTHORITY:

Jim Cline, President

Date: ___________________________

TEXAS DEPARTMENT OF TRANSPORTATION:

Maribel Chavez, P.E., District Engineer, TxDOT Fort Worth District

Date: ___________________________

FORT WORTH TRANSPORTATION AUTHORITY:

Richard J. Ruddell, Executive Director

Date: ___________________________

William B. Hale, P.E., District Engineer, TxDOT Dallas District

Date: ___________________________

DALLAS AREA RAPID TRANSIT:

Gary C. Thomas, President/Executive Director

Date: ___________________________

B.G. Littlefield, Jr., P.E., District Engineer, TxDOT Paris District

Date: ___________________________

DALLAS/FORT WORTH INTERNATIONAL AIRPORT:

Jeffrey P. Fegan, Chief Executive Officer

Date: ___________________________

NORTH TEXAS TOLLWAY AUTHORITY:

Allen Clemson, Executive Director

Date: ___________________________