

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, October 26, 2018

North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda

(NCTCOG Guest Secured Wireless Connection Password: rangers!)

1:30 – 1:35

1. **Approval of September 28, 2018, Minutes**

Action       Possible Action       Information      Minutes: 5

Presenter: Kristina Holcomb, STTC Chair

Item Summary: Approval of the September 28, 2018, meeting minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

1:35 – 1:35

2. **Consent Agenda**

Action       Possible Action       Information      Minutes: 0

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

Presenter: Amy Hodges, NCTCOG

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

Background: The North Central Texas Council of Governments (NCTCOG) opened the Clean Fleets North Texas 2018 CFP to award grant funds for diesel vehicle or equipment replacement projects in North Central Texas. Applications are accepted on a modified first-come, first-served basis with monthly application deadlines. Staff has completed review and emissions quantification of applications received since the last Committee approval and has developed funding recommendations. This CFP is funded through the Environmental Protection Agency's National Clean Diesel Funding Assistance Program and Texas Commission on Environmental Quality Supplemental Environmental Project. This initiative is an extension of clean vehicle efforts listed as weight-of-evidence in the Dallas-Fort Worth 2016 Eight-Hour Attainment Demonstration State Implementation Plan. [Electronic Item 2.1.1](#) provides an overview of the CFP. [Electronic Item 2.1.2](#) provides detailed project listings.

Performance Measure(s) Addressed:

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

2.2. **Federal Transit Administration’s Access and Mobility Partnership Grant Opportunity**

Presenter: Kelli Gregory, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval to submit an application to the Access and Mobility Partnership Grant for Innovative Coordinated Access and Mobility Pilot Program. Funding from this grant opportunity will address goals outlined in Access North Texas and help improve regional mobility management in North Central Texas.

Background: In September 2018, the Federal Transit Administration announced the 2018 Access and Mobility Partnership Grant. The Notice of Funding Opportunity indicated availability of funding for the Innovative Coordinated Access and Mobility Pilot Program under the Access and Mobility Partnership Grant. Staff requests authorization to submit a grant application that will create a regional mobility management program to improve the coordination of transportation services and non-emergency medical transportation services. Leveraging healthcare and transportation-focused partnerships in the 16-county region, the grant will support new and current mobility management efforts to identify and address specific populations that lack transportation to wellness resources. This effort will support Access North Texas goals as well. Applications are due November 13, 2018. The total grant budget will not exceed \$750,000 including local match to be provided using Regional Toll Revenue funds previously allocated by the Regional Transportation Council for transit projects and in-kind match. More information can be found in [Electronic Item 2.2](#).

Performance Measure(s) Addressed:

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

2.3. **High-Speed Rail Study from Fort Worth to Laredo: Regional Transportation Council Local Funds**

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request a funding swap on high-speed rail initiatives for the Fort Worth-Laredo project. The project is proposed to be funded with Regional Transportation Council (RTC) Local funds instead of federal funds.

Background: The RTC has adopted regional policies guiding the development of high-speed rail implementation within the Dallas-Fort Worth region. The Texas Department of Transportation completed a Tier 1 Service Level

Environmental Impact Study in 2016 identifying potential alignments, technology, and station locations. In 2017, North Central Texas Council of Governments (NCTCOG) staff completed a Station Area Planning Study for the Fort Worth Station in cooperation with the City of Fort Worth and project partners. The Fort Worth Station Area Planning Study identified a preferred high-speed rail station location in downtown Fort Worth at the Intermodal Transportation Center. NCTCOG staff provided briefings and study findings to the Regional Transportation Council and Surface Transportation Technical Committee at several meetings during 2017. Currently, NCTCOG staff is coordinating with other metropolitan planning organizations (MPOs) along the corridor to analyze additional mode and alignment opportunities for the corridor. There will be \$200,000 coming from other MPOs to help fund these efforts.

Performance Measure(s) Addressed:

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

**2.4. Transportation Department Low-Emissions Vehicle**

Presenter: Jason Brown, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of \$12,000 in RTC local funds for the Transportation Department's low-emissions vehicle to be used towards lease payments and operational costs is requested. Direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved funding is also sought.

Background: The North Central Texas Council of Governments (NCTCOG) leased a 2017 Toyota RAV4 Hybrid in January 2017 for performing site visits, attending outreach events, and other business uses. This request for funding will continue the lease payments and operational costs necessary through the term of the lease, ending in January 2020.

Performance Measure(s) Addressed:

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

**1:35 – 1:45**

**3. Public Participation Plan Update**

Action                       Possible Action               Information                      Minutes: 10

Presenter: Kyle Roy, NCTCOG

Item Summary: Staff will seek the Committee's recommendation for Regional Transportation Council (RTC) approval to update the Public Participation Plan, which is necessary to reflect Fixing

Background: America's Surface Transportation (FAST) Act requirements and innovation in public input opportunities. The current Public Participation Plan, provided in [Electronic Item 3.1](#), was approved by the RTC in February 2015. In accordance with federal law, the Public Participation Plan defines public involvement procedures and comment periods, outlines strategies to inform the public and describes measures to include diverse voices in the transportation and air quality planning process. The Language Assistance Plan is included as an appendix. Updates are necessary to address FAST Act stakeholder requirements, changing demographics, and the increasing role of technology in public input opportunities. A 45-day comment period on an updated Public Participation Plan and Language Assistance Plan, provided in [Electronic Item 3.2](#), ends October 24. A presentation containing additional information on the proposed revisions is included as [Electronic Item 3.3](#).

Performance Measure(s) Addressed:

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

1:45 – 1:55

4. **Performance Measures Target Setting**

Action       Possible Action       Information      Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will request Surface Transportation Technical Committee (STTC) action to recommend Regional Transportation Council (RTC) adoption of proposed regional targets for federally required performance measures. The targets are set in cooperation and coordination with the Texas Department of Transportation (TxDOT).

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

Each performance measure rulemaking consists of several specific performance measures. Targets for these required specific performance measures must be adopted by the RTC by November 15, 2018. Staff has worked with TxDOT to analyze and recommend appropriate targets for the Infrastructure Condition and System Performance/Freight/Congestion Mitigation and Air Quality required measures. The proposed targets have been presented to STTC and RTC for the past two months, as well

as at a special STTC workshop on August 24, 2018. They have also been presented at North Central Texas Council of Governments October public meetings. Final targets will be presented to the RTC for action on November 8, 2018. [Electronic Item 4](#) contains the proposed targets on which staff is requesting STTC action.

Performance Measure(s) Addressed:

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

1:55 – 2:05

5. **2018 Metropolitan Planning Organization Milestone Policy Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will provide the Committee with an update on the projects that are part of the Metropolitan Planning Organization (MPO) Milestone Policy list. A recommendation for Regional Transportation Council (RTC) approval of staff's proposed recommendation will be requested.

Background: In June 2015, the MPO Milestone Policy was approved by the RTC. This policy affects projects that had been funded ten or more years prior to the time of the policy approval, but that had not proceeded to construction. Projects were evaluated to determine whether there was still local support for the project, a realistic implementation schedule was provided by each local agency, and local matching funds were available. In April 2016, the RTC approved the MPO Milestone Policy and project list. The list contained the recommendations for each project based on the information received from implementing agencies. The RTC also approved a policy to give agencies one additional fiscal year from their proposed start or let date of the project to begin construction. If construction does not begin by that deadline, funding is to be removed from the project. Since that time, staff has been coordinating with agencies to ensure that project implementation is continuing to progress in a timely manner. Letters were sent to all agencies with a project on the Milestone Policy List in December 2016 reminding them of the deadlines for each project, and agencies were reminded again during development of the 2019-2022 Transportation Improvement Program (TIP). Staff is recommending that funding be removed from the projects that did not begin construction by the agreed upon deadline. Letters have been sent to the affected agencies detailing the plan of action for each project. Details on the Milestone Policy can be found in [Electronic Item 5.1](#). The updated Milestone Policy Project list containing the status of all projects can be found in [Electronic Item 5.2](#). The list of projects that are being proposed for cancellation can be found in [Reference Item 5.3](#).

[Electronic Item 5.4](#) contains correspondence to/from the implementing agencies regarding the impacted projects.

Performance Measure(s) Addressed:

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

2:05 – 2:15

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

Action                       Possible Action     Information              Minutes: 10

Presenter: Bailey Muller, NCTCOG

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

Background: The North Central Texas Council of Governments has been the host organization for DFWCC, a US Department of Energy (DOE) initiative to increase energy security and reduce petroleum consumption in the transportation sector, since 1994. Clean Cities coalitions are required to complete annual reporting to DOE every March. In order to complete this reporting, DFWCC seeks information from local fleets about alternative fuel use and other fleet efficiency activities. These results are compiled each year into performance measures relevant to the DOE. Four years ago, DFWCC began a recognition program designed to highlight the public-sector fleets on their efforts toward cleaner operations through their submitted annual reports. In August 2018, DFWCC staff announced that 18 fleets had earned Bronze or Silver designation based on their 2017 reports. More details can be found in [Electronic Item 6](#).

Performance Measure(s) Addressed:

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

2:15 – 2:25

7. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3, Intersection Improvements, MTP Policy Bundle TDC Program**

Action                       Possible Action     Information              Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Committee on the proposed projects to be funded under the Strategic Partnerships Round 3, Intersection Improvements, and Metropolitan Transportation Plan (MTP) Policy Bundle Transportation Development Credits (TDC) Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.

Background: Over the past several months, staff received requests for funding from agencies around the region. These requests were split into three categories. The first is Strategic

Partnerships, which is comprised of projects that are leveraging non-Regional Transportation Council (RTC) funds. The second category is Intersection Improvements. Finally, there is a category for project requests from agencies that were awarded TDCs through the MTP Policy Bundle Initiative. The projects were broken down by project type (e.g., roadways, intersections, bicycle/pedestrian, etc.) and evaluated by North Central Texas Council of Governments staff on technical merit. [Electronic Item 7.1](#) contains the list of projects, organized by project type, with a staff funding recommendation as well as information on the scoring criteria. Additional details on the funding program can be found in [Electronic Item 7.2](#).

Performance Measure(s) Addressed:

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

2:25 – 2:35

8. **Regional 511 Program**

Action                       Possible Action     Information                      Minutes: 10

Presenter: Marian Thompson, NCTCOG

Item Summary: Staff will brief the Committee on the enhancements that have been made to the 511DFW Traveler Information System.

Background: The 511DFW Traveler Information System was developed as a component of the Dallas Integrated Corridor Management (ICM) project, which was an initiative funded by the US Department of Transportation to help advance the state of the practice in transportation operations and manage congestion in urban areas. The 511DFW system provides travel time and speeds, transit trip planning, and road condition information accessible by web, telephone, and mobile apps for iPhone and Android, in addition to basic weather information for the Dallas-Fort Worth region. The 511DFW system was recently enhanced to improve the functionality of each of the components, including providing a Spanish language version of each, sharing Waze data, and providing a format for agency data sharing and performance measure evaluation. Additional information can be found in [Electronic Item 8](#).

Performance Measure(s) Addressed:

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

2:35 – 2:50

9. **Fast Facts**

Action                       Possible Action     Information                      Minutes: 15

Item Summary: Brief presentations will be made on the following topics:

1. *April Leger* – Reminder of Combined November/December Surface Transportation Technical Committee Meetings (Next Meeting December 7, 2018)

2. *Bailey Muller* – Air Quality Funding Opportunities for Vehicles  
[www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
  3. *Bailey Muller* – Dallas-Fort Worth Clean Cities Events  
[www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings)
  4. *Jackson Enberg* – Ozone Season Update ([Electronic Item 9.1](#))
  5. *Evan Newton* – East/West Equity Update ([Electronic Item 9.2](#))
  6. *Wade Haffey* – Transportation Improvement Program Modification  
Deadline
  7. *Camille Fountain* – Traffic Incident Management Executive Level Course  
Announcement ([Electronic Item 9.3](#))
  8. *Carli Baylor* – September Public Meeting Minutes ([Electronic Item 9.4](#))
  9. *Carli Baylor* – November Public Meeting Notice (Handout)
  10. *Victor Henderson* – Public Comments Report ([Electronic Item 9.5](#))
  11. Written Progress Report:
    - Local Motion ([Electronic Item 9.6](#))
    - Transportation Partner Progress Reports ([Electronic Item 9.7](#))
10. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on December 7, 2018, at the North Central Texas Council of Governments.***

**MINUTES****SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
September 28, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, September 28, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Curt Cassidy, Ceason Clemens, Kent Collins, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Brian McNulty (representing Ron Hartline), Kristina Holcomb, Matthew Hotelling, Terry Hughes, Elizabeth Mow (representing Kelly Johnson), Chiamin Korngiebel, Alonzo Liñán, Wayne Kurfees (representing Paul Luedtke), Stanford Lynch, Alberto Mares, Wes McClure, Laura Melton, Brian Moen, Cesar J. Molina Jr., Mark Nelson, Jim O'Connor, Kenneth Overstreet, Kevin Overton, Dipak Patel, Todd Plesko, Gary Evans (representing Shawn Poe), John Polster, Tim Porter, Lisa Pyles, Bryan G. Ramey II, Lacey Rodgers, Greg Royster, Moosa Saghian, Jeff Kelly (representing David Salmon), Lori Shelton, Brian Shewski, Walter Shumac III, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Cheryl Taylor, Matthew Tilke, Mark Titus, Gregory Van Nieuwenhuize, Carline Waggoner, Jared White, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Gustavo Baez, Tom Bamonte, Berrien Barks, Carli Baylor, Ethan Boyd, Jason Brown, John Brunk, Ken Bunkley, Dave Carter, Lori Clark, Michael Copeland, Brian Crooks, Rhett Dollins, Jackson Enberg, Kevin Feldt, Brian Flood, Tracey Friggelogan, Austin Gibson, Dorothy Gilliam, Wade Haffey, Victor Henderson, Amy Hodges, Chris Hoff, Bethany Hyatt, Amy Johnson, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Dan Lamers, Reed Lanham, April Leger, Travis Liska, James McLane, Mindy Mize, Anthony Moffa, Michael Morris, Bailey Muller, Jenny Narvaez, Justin Naylor, Jeff Neal, Hilary Nguyen, Donald Parker, Johan Petterson, Chris Reed, Rylea Roderick, Kyle Roy, Christina Sebastian, Kelly Selman, Samuel Simmons, Shannon Stevenson, Steve Templer, Joe Trammel, Mitzi Ward, Douglas Wiersig, Jeremy Williams, Brian Wilson, and Jing Xu.

1. **Approval of August 24, 2018, Minutes:** The minutes of the August 24, 2018, meeting were approved as submitted in Reference Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) was requested. The Committee's action also included a recommendation that the RTC direct staff to amend the Unified Planning Work Program and other planning documents with TIP-related changes. November 2018 revisions to the 2019-0222 TIP were provided as Electronic Item 2.1.
  - 2.2. **FY2018 and FY2019 Unified Planning Work Program:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program (UPWP) was requested. The Committee's action also included a recommendation that the RTC direct staff to amend the Transportation Improvement Program and other administrative/planning documents,

as appropriate, to reflect the approved modifications. The proposed amendments were provided in Electronic Item 2.2.1. Additional information was provided in Electronic Item 2.2.2.

- 2.3. Clean Fleets North Texas 2018 Call for Projects Funding Recommendation: A recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 Call for Projects (CFP) was requested. An overview of the CFP was provided in Electronic Item 2.3.1, and detailed project listings were provided in Electronic Item 2.3.2.
- 2.4. 2018 Incident Management Equipment Purchase Call for Project: A recommendation for Regional Transportation Council approval to host a new round of the Incident Management Equipment Purchase Call for Projects in 2018 was requested. An overview of the Call for Projects was provided in Electronic Item 2.4.

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

3. **Auto Occupancy Verification Technology and High-Occupancy Vehicle Rewards Program:** Natalie Bettger presented a recommendation for the High-Occupancy Vehicle (HOV) Rewards Program utilizing the Carma Auto Occupancy Detection and Verification Technology. Background information on the project history and procurement of a technology to verify the number of occupants in a vehicle without a manual enforcement process was highlighted and provided in Electronic Item 3. A rewards approach was discussed with partners and presented to the Surface Transportation Technical Committee (STTC) in August and the Regional Transportation Council (RTC) in September, as well as during the September 13 RTC Workshop. An overview of the current HOV enforcement process was highlighted, which includes setting up an account, preregistration, and manual enforcement. The new technology for HOV verification includes a one-time registration, no pre-declaration, and no enforcement by officers in the field. Occupancy is detected through the technology, matched with the toll tag transaction, and the appropriate toll or reward applied. The rewards program can be applied to facilities other than managed lanes. Phase 1 would be the implementation of the rewards program on the managed lane corridors. Phase 2 would be proposed implementation of the rewards program on the US 75 Technology Lane that would allow HOV users to be treated differently than single occupancy vehicle (SOV) users within the corridors without applying a toll for SOV users. Phase 3 and beyond would include expansion of the HOV rewards to any corridor, for special events, or to provide incentives for taking other modes of travel. Ms. Bettger highlighted the expected program cost of development/pilot testing and implementation over a 10-year period totaling approximately \$24 million. She also noted the direct costs associated with the existing system that includes manual enforcement, updates to the current application, and marketing/education totaling approximately \$23 million. The new technology operating and marketing costs are anticipated to be approximately \$20 million over a 10-year period. Other indirect benefits include safety, reliability, ease of use, air quality/congestion, privacy protection, expandability, return on investment, and removal of legal/court issues related to enforcement. Ms. Bettger noted discussions at the September 13 RTC Workshop and items that North Central Texas Council of Governments (NCTCOG) staff will continue to monitor through the implementation process. Items for continued monitoring include: the technology pilot, data security, US 75 implementation, the rewards program/accounting system, a communication/education plan, institutional/legislative items, and existing enforcement. Regarding the subsidy, Ms. Bettger noted the current HOV subsidy is funded by the Regional Transportation Council using Regional Toll Revenue funds for both the

LBJ Express and North Tarrant Express. Currently, for the Texas Department of Transportation (TxDOT) operated facilities, TxDOT is not collecting the full toll and is covering the subsidy. In the proposed program, the additional money that would be collected by TxDOT from collecting the full toll rate would pay for the rewards. In addition to the subsidy, minor policy adjustments for the Toll Managed Lane and Express Lane/HOV Policies are needed: replace subsidy with rewards, and eliminate the manual enforcement. The draft schedule for the effort was reviewed, with RTC action requested at the October 11 meeting. The proposed action was reviewed: 1) recommend RTC approval of new HOV Rewards approach and continued monitoring of the technology pilot, data, US 75 implementation, rewards program/accounting system, communications plan, institutional/legislative items, and existing enforcement, 2) recommend RTC approval of \$5 million to fill the funding gap for three years of implementation cost and to bring back future years requests for FY2022 and beyond, and 3) to direct staff to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect the action. Michael Morris suggested that members approve the concept of a rewards program so that staff can continue to work on the details of the program and resolution of the items that staff has indicated will continue to be monitored.

Elizabeth Mow noted appreciation to staff for the presentation. She added that the North Texas Tollway Authority (NTTA) fully supports the safety and technology aspects of the program, but is concerned that the details of the rewards program are not fully known. She asked that NCTCOG step back and allow the right people to get involved, set the schedule aside, and work to implement the program correctly. She noted that regional partners are not ready to move forward and have remaining questions. John Polster discussed the additional revenue to be collected on TxDOT-operated facilities and asked about the \$5 million to fill the funding gap for the implementation cost of the HOV rewards approach. Ms. Bettger noted that the money from the tolls paid by the users is to provide for the subsidy. The \$5 million is to pay for the technology, marketing, and implementation of the rewards program and will be paid with Surface Transportation Block Grant Program or Congestion Mitigation and Air Quality Improvement Program funds. NCTCOG staff discussed options for the rewards program, noting that conversations are continuing regarding options. Mr. Polster noted that one of his concerns was related to the six TxDOT-operated projects. IH 35E is in an interim state. He noted that the tolls collected would increase, but the additional revenue collected would not go directly back to IH 35E infrastructure. He asked how the tolls collected flowed between the six projects. For example, if more tolls are collected on one corridor but the rewards are paid out to a user on another corridor, how is equity maintained. In addition, he asked what happens to the money that is collected but that is not paid out in rewards. Mr. Morris noted that staff is working with TxDOT on its policy for the waterfall of revenue collected and used for the rewards. Cesar J. Molina Jr. noted that he generally understood the program but asked that staff clarify why the rewards program is important. Staff noted the cost implications of the subsidy program integration with the technology, potential use on the US 75 technology lanes, and consideration in other corridors. The rewards program allows the ability to make adjustments to the technology application to be applied to various modes of travel, at any time of day, and in other corridors. Alonzo Liñán noted that a critical questions as staff moves forward is how citizens will feel about the full toll being collected with a reward provided at some point in the future. He suggested that maybe for the purpose of the current meeting, it may be more appropriate to say that it is a continuation of the subsidy program with potential for different variations. Members discussed the cost savings of the proposed approach, the cost of continuing with a subsidy program, and other costs associated with both approaches. In addition, the mechanism for payment of the rewards and equity

concerns about from which users tolls are collected were discussed. Mr. Morris suggested that the action be to recommend RTC approval to pursue the technology-based initiative that includes the HOV discount and the funding as the original action request stated. In addition, staff will pursue or consider additional incentive initiatives and pay particular attention to the seven items staff noted would need continued discussion. Ms. Mow asked that the options be evaluated, with a side by side comparison and that there be no defined schedule. John Polster requested that the item be tabled until later during the meeting to allow staff time to take the Committee's suggestions and draft a revised action for approval. Staff returned to the meeting and presented the revised action for consideration by the Committee. A motion was made to recommend RTC approval: 1) to pursue occupancy verification technology and pilot testing, 2) of \$5 million to fill the funding gap for three years of implementation cost and to bring back future year requests for FY2022 and beyond, and 3) to evaluate feasibility and cost savings of another incentive based program that considers data security, US 75 implementation, a rewards program/accounting system, a communications plan, institutional/legislative items, existing enforcement, a technology pilot, and Texas Department of Transportation funding in non-concession corridors. Action also included a recommendation to direct staff to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect this action. In addition, there are no completion schedules for these activities. John Polster (M); Alonzo Liñán (S). The motion passed unanimously.

4. **Implementation of Regional Trail Corridors:** Kevin Kokes presented a recommendation for Regional Transportation Council (RTC) approval of funding to design and construct critical sections of the Regional Veloweb trail corridors, including last-mile connections to rail stations. The two regional trail corridors to be considered for funding are the Cotton Belt corridor from Dallas Fort Worth International Airport to the City of Plano and the Fort Worth to Dallas trail, both of which whose alignment has been included in planning since Mobility 2020. For the Fort Worth to Dallas Regional Veloweb trail, in 2013 the mayors of the five cities committed to implementation of the regional alignment that would include connections to rail stations. Significant progress has been made and funding has been received from a variety of sources. Funding for 3.1 miles to complete a continuous 53-mile alignment connecting the five cities is needed, and that would directly connect to the Centerport Station eastward through Fort Worth into Grand Prairie. A map of the corridor was highlighted. Regarding the Cotton Belt corridor, Dallas Area Rapid Transit (DART), the North Central Texas Council of Governments (NCTCOG), and local communities have been actively working to identify a trail alignment in conjunction with DART's Cotton Belt rail project. Mr. Kokes noted that DART has been a significant partner in this effort and has identified the trail alignment as part of their planning to ensure there is a feasible alignment. NCTCOG requests support to fund the design of the trail that DART would use with its contractor to implement critical sections of the trail primarily at grade-separated locations or areas where right-of-way is tight and it would be difficult to construct a trail once the passenger rail line is operational. A map of the trail corridor was highlighted. A summary of the proposed funding for regional trail implementation was provided: Fort Worth to Dallas Regional Trail, \$9.08 million federal, \$0.92 million local, and 1.08 million Transportation development credits; Cotton Belt Regional Trail design, \$8.2 million federal and 1.64 million TDCs; and Cotton Belt Regional Trail construction of critical sections, \$19.46 million federal, \$1.81 million local, and 2.44 million in TDCs for a total federal funding request of \$36.74 million. Details of the funding request were provided in Electronic Item 4.1, and an overview of the effort was provided in Electronic Item 4.2. A motion was made to recommend Regional Transportation Council approval of the \$36.74 million in federal funds and the use of 5.16 million Transportation Development Credits as outlined in Electronic Item 4.1. The Committee's action also included a recommendation that the RTC direct staff

to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect the action. Chad Edwards (M); Cesar J. Molina Jr. (S). The motion passed unanimously.

5. **Automated Vehicle Program 2.0:** Thomas Bamonte presented a recommendation for Regional Transportation Council (RTC) approval of an Automated Vehicle (AV) Program that will provide members cities and other eligible public entities with resources to prepare for AV deployments in the region. For the AV Planning project, the North Central Texas Council of Governments (NCTCOG) would procure one or more experts in automated vehicle planning on a retainer basis to provide assistance to local communities plan for AV deployment. Up to \$1.5 million would be available. If the AV technology does not proceed, funding would not be expended. For the Implementation Costs project, up to \$10 million would be available to cover the costs associated with a public entity hosting an AV deployment. This will allow communities that may not have staffing or resources available for AV deployments to be competitive. For the Regional Priority project, up to \$20 million would be available to identify communities and use cases in the region which the AV developer community may be overlooking. Funding for this project will be available through a competitive selection process. Mr. Bamonte noted that the AV program is voluntary, and interested entities will be to contact staff. Entities that express interest in serving as an AV deployment test site will then be able to access planning and cost reimbursement resources. Details were provided in Electronic Item 5.1. Mr. Bamonte also highlighted a proposed RTC policy statement: 1) North Texas will build on its history of transportation innovation to be a leader in the deployment of automated vehicles to help achieve the region's mobility goals, 2) all North Texas communities should have the resources necessary to plan for AV deployments and to build effective partnership with developers, 3) the region will make strategic investments in AV services to explore use cases and AV deployments in communities overlooked by AV developers, and 4) the AV 2.0 Program will be administered to advance these policies. A copy of the draft policy was provided in Electronic Item 5.2. The schedule for this effort was reviewed. Todd Plesko asked how the planning funds will be used. Mr. Bamonte noted that one or more experts will be retained by NCTCOG with agencies then able to request assistance. He also clarified that funding is available to all eligible entities under each applicable funding source. A motion was made to recommend Regional Transportation Council approval of the Automated Vehicle Program 2.0 as detailed in Electronic Item 5.1 and the associated policy position provided in Electronic Item 5.2. John Polster (M); Brian Moen (S). The motion passed unanimously.
6. **Status Report on Positive Train Control Implementation in North Central Texas:** Shannon Stevenson provided an update on Positive Train Control (PTC) implementation in North Central Texas. PTC is technology designed to make rail safer by preventing collisions and other incidents by automatically detecting and controlling the movement of trains. Congress passed the Rail Safety Improvement Act of 2008 requiring the installation of PTC technology on a majority of the US Railroad network, including all commuter rail, by December 31, 2018, or apply for an Alternative Schedule by that date. The RTC provided approximately \$25 million in 2014 for the implementation of PTC within the region. Currently, Denton County Transportation Authority's (DCTA) A Train and the Trinity Railway Express (TRE) are the only two rail lines that are impacted. However, PTC will also be required on the future TEXRail and Cotton Belt projects. There have been various delays due to a limited number of contractors with expertise to install PTC technology. Ms. Stevenson highlighted the alternative schedule criteria for entities unable to meet the December 31, 2018, deadline. In addition, she noted that DCTA is on track with its implementation of PTC and that TEXRail and the Cotton Belt will incorporate PTC technology as the rail lines become operational.

Reed Lanham discussed the status of PTC on the Trinity Railway Express and TEXRail. He discussed the lack of resources and competition for PTC technology for rail lines such as the TRE and TEXRail due to interoperability needs. To combat some of the challenges, Trinity Metro has worked with Dallas Area Rapid Transit to develop a regional strategy for PTC implementation. Details of which areas each of the entities are leading were highlighted. Trinity Metro signed a regional PTC contract with Wabtec, Inc. on December 18, 2017. He noted that significant progress has been made in the last two months with TRE PTC implementation with 100 percent of locomotives equipped and PTC operable, 100 percent of track segments complete, and Spectrum has been acquired. Training will begin in two weeks. He noted that Trinity Metro is working with the Federal Railroad Administration (FRA) to obtain approval for the alternative schedule. Regarding TEXRail, the implementation deadline for new passenger rail service beginning after December 31, 2018, is December 31, 2020. All wayside interface units have been installed, the first ever onboard kit for the Stadler FLIRT has been produced and will be installed in two weeks, the dispatch and PTC back office system are being implemented in conjunction with the TRE. With the alignment nearing completion, the survey for all critical features is scheduled for December 2018. Mr. Lanham noted that there has been a lot of media attention on the subject, but added that Trinity Metro is on track to meet all statutory requirements and continue operations and implementation after December 31, 2018. Michael Morris asked if there any assurances that Trinity Metro can provide that it will receive FRA approval to continue. Mr. Lanham noted that staff has been working with the FRA and are confident it meets the requirements for the alternative schedule. Trinity Metro has submitted a substitute criteria to FRA and expect approval in the next few weeks. Mr. Morris asked that Trinity Metro provide the FRA approval to NCTCOG staff. Members asked if Trinity Metro has a contingency plan if the alternative schedule is not approved. Mr. Lanham noted that he could not speak to any details of the contingency plan.

7. **Public Participation Plan Update:** Due to time constraints, this item was not presented. Surface Transportation Technical Committee Chair Kristina Holcomb noted to members that the item will be presented at the October 26, 2018, meeting for action and asked members to review the material that was provided in the meeting packet and contact staff with any questions.
8. **Dallas-Fort Worth Clean Cities Annual Survey and Fleet Recognition Results:** Due to time constraints, this item was postponed until the October 26, 2018, Committee meeting.
9. **Performance Measures Target Setting:** Dan Lamers provided an update on the proposed regional targets for federally required performance measures. Targets for the required performances measures must be adopted by the Regional Transportation Council (RTC) by November 15. In addition, the region will develop additional specific performances measures more representative of the region at a later date. The goal is to support the Texas Department of Transportation's (TxDOT) target whenever possible. Action has been taken on two of the required sets of performance measures for Transit Asset Management and Safety. The remaining two to be discussed are Pavement and Bridge and System Performance which each include six sub measures. He noted that the majority of the performance measures are regarding the National Highway System (NHS) including: on-system interstates, on-system non-interstate freeways, off-system toll roads, on-system arterials, and off-system arterials. A map of the National Highway System within the Metropolitan Planning Area boundary was highlighted. For pavement, performance is measured in percent of good and poor condition for both the interstate and non-interstate portions of the National Highway System. TxDOT has set a statewide target for 2022 of 66.4 percent for the interstate and 52.3 percent for non-interstate in good condition. North

Central Texas Council of Governments (NCTCOG) supports the TxDOT statewide 2022 good condition target for NHS pavements. For pavement in poor condition, TxDOT's 2022 target is 0.3 percent for interstate and 14.3 percent for non-interstate. He noted there is substantial difference between TxDOT's target and NCTCOG's regional target. The majority of the NHS mileage that is in poor condition is generally off-system arterials which are the facilities for which local governments are responsible. Staff's recommendation is to support TxDOT's targets but work to improve the off-system arterial component moving forward. Regarding bridges in good and poor condition on all NHS facilities, staff's recommendation is to support the State's 2022 target of 50.42 percent in good condition and 0.8 percent in poor condition. He noted that in the region, there are only 14 bridges on that the NHS that are in poor condition. In addition to supporting the State's target, staff's recommendation is to continue to work on an expedited program to improve NHS bridges as the region prioritizes projects for selection and implementation in the region. Next, Mr. Lamers presented performance measures related to reliability. For interstate reliability, there is flexibility for the region to adopt its own targets that differ from the State's targets. After reviewing historic data and considering programmed mobility improvements, staff believes the region can achieve a slight increase in reliability on the NHS interstates between now and 2020, with a proposed 2020 target of 78.6 percent and 2022 target of 79.5 percent. For non-interstate NHS reliability, much of this system is not programmed through TxDOT and is the responsibility of local governments. The Metropolitan Planning Organization (MPO) may adopt its own targets that differ from the State's targets. After review of historical data, staff believes with the amount of program mobility improvements and the special attention on the complimentary facilities that the region can maintain existing reliability conditions. For Truck Travel Time Reliability, lower targets indicate better reliability and the performance measure is only for the interstate system. After reviewing historical trends, staff's recommendation is that continued improvement similar to the historic trend can be achieved with a target index of 1.71 in 2020 and 1.66 in 2022. Mr. Lamers also presented the performance measures for peak hour excessive delay. The MPO and State must agree on a single regional target that applies to the Dallas-Fort Worth Urbanized Area. Staff has been working with the State and agrees that existing conditions can be maintained and propose a target of 16 for 2020. For percent of trips that are non-single occupancy vehicle (SOV), data is obtained from the American Community Survey. Also for this target, the MPO and State must agree on a single regional target that applies to the Dallas-Fort Worth Urbanized Area. Historic trends and RTC funding programs for alternative transportation modes indicate a slight increase in non-SOV travel with a proposed 2022 target of 20.2 percent. Final performance measures are related to on-road mobile source emissions reductions for nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOC). The MPO may adopt its own targets that differ from the State, but NCTCOG has worked closely with TxDOT and other MPOs during the process of developing these targets and proposes a 2022 target reduction of 5,062 kg/day of NO<sub>x</sub> and 1.079 kg/day of VOC. Mr. Lamers noted that in October, the Committee will be asked to support the TxDOT statewide targets for NHS pavement and bridge conditions with focus on improvement of the regional NHS off-system arterial pavements and NHS bridges in poor condition. Support will also be requested for the regional targets for interstate reliability, non-interstate reliability, and truck reliability. In addition, support will be requested for regional targets identical to TxDOT's regional targets for peak hour excessive delay, non-SOV travel, and emissions reductions. The timeline for this effort was reviewed. Michael Morris requested that Dallas Area Rapid Transit (DART) staff work with NCTCOG staff regarding bicycle and pedestrian transit usage. He noted that NCTCOG staff have rejected TxDOT's proposed targets for the percentage of non-SOV travel performance measure because staff believes the percentage is increasing. Chad Edwards requested that staff provide a copy of

the TxDOT letter to DART staff. Wes McClure requested that staff provide the off-system NHS system and Highway Performance Monitoring System information to the City of Mesquite for its review.

10. **Fast Facts:** Anthony Moffa highlighted current air quality funding opportunities for vehicles, and specifically noted the availability of electric vehicle incentives totaling up to \$13,500. Additional details are available online at: [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle).

Bailey Muller noted upcoming Dallas-Fort Worth Clean Cities events. Details and registration information was provided at: [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings).

Jackson Enberg provided an ozone season update. As of the date of the meeting, the region had experienced 31 exceedance days. He noted that no exceedance days have been experienced since the end of August, and that staff is hopeful that the region will end with a design value below 75 parts per billion by the end of the ozone season. Details were provided in Electronic Item 10.1.

Lori Clark noted that comments have been submitted to the Draft Beneficiary Mitigation Plan for Texas for the Volkswagen Settlement. In addition, Commissioner Fickes delivered the comments at a public hearing on September 14. A copy of the comments were provided in Electronic Item 10.2.

Jason Brown highlighted correspondence to the Texas Legislative Budget Board regarding modernizing the Low Income Vehicle Repair, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP)/Local Initiatives Projects (LIP). The correspondence, provided in Electronic Item 10.3, was provided to select State legislators to make them aware of the proposal to modernize the program. He noted that staff plans to continue efforts regarding the program through the upcoming legislative session.

Victor Henderson noted that the Public Comments Report, provided in Electronic Item 10.4, included general public comments received July 20-August 19, 2018. He added that the majority of comments received were non-project specific.

Carli Baylor highlighted the October public meeting notice distributed at the meeting in Reference Item 10.6. She noted that public meetings are scheduled for October 8, 15, and 18.

The current Local Motion was provided in Electronic 10.5.

11. **Other Business (Old and New):** Ken Kirkpatrick reminded members that the time of the October 11, 2018, Regional Transportation Council meeting has been moved to 11:30 am.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 26, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:35 pm.

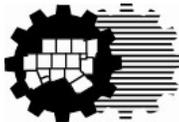
# **Clean Fleets North Texas 2018 Call for Projects Funding Recommendations**

**Surface Transportation Technical Committee**

**October 26, 2018**

**Amy Hodges**

**Air Quality Planner**



**North Central Texas  
Council of Governments**

# Available Funding

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

Funding Category	Amount
EPA Funds for Vehicle/Equipment Replacements*	\$2,000,033
TCEQ SEP Funds for School Bus Replacements**	+\$109,127
Call For Projects Funds Available	\$2,109,160
Previously Approved Awards	-\$1,538,023
Balance of Funds Currently Available	\$571,137

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

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

# Project Eligibility

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

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

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

*CARB = California Air Resources Board*

*GVWR = Gross Vehicle Weight Rating*

# Call for Projects Schedule

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

# Summary of Applications

Refer to Electronic Item 2.1.2 for More Details

<b>Previously Approved</b>	
<b>Number of Applicants (All Public Sector)</b>	<b>7</b>
<b>Number of Activities</b>	<b>25</b>
<b>Funding Approved</b>	<b>\$1,538,023</b>
<b>Balance of Funds Currently Available</b>	<b>\$571,137</b>
<b>New Recommendations</b>	
<b>Number of Applicants (Public Sector)</b>	<b>1</b>
<b>Number of Activities</b>	<b>1</b>
<b>Funding Requested</b>	<b>\$137,500</b>
<b>Balance Remaining for Next Deadline if Current Recommendations Approved</b>	<b>\$433,637</b>

# Action Requested

**Recommend RTC Approval of Funding**

**\$137,500 to the City of Richland Hills to Replace One Fire Truck as Detailed in Electronic Item 2.1.2**

**Consider Submitting Applications!**

# For More Information

**Amy Hodges**

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# Clean Fleets North Texas 2018 Call For Projects Funding

**Balance Available** **\$ 571,137** **\$ -** **\$ 571,137**

## Projects Recommended for Funding, Pending Approval

Rank	Interim Application Deadline	RTC Approval Date	Applicant	Activity	Old Vehicle Information					New Vehicle Information				Eligible Funding Level	Recommended Grant Amount				NO <sub>x</sub> Tons Reduced Over 6 Years*	Cost Per Ton of NO <sub>x</sub> Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO2 Tons Reduced Over 6 Years*		
					Type	Class/Equipment	Engine Year	Engine Fuel	Annual Fuel Usage	Annual Mileage	Annual Idling Hours	Model Year	Engine Fuel		Diesel Fuel Reduced (gallons)	Total Cost	EPA	SEP**							Total	Local Match
1	9/28/2018	Pending	City of Richland Hills	1	Onroad	Fire Truck	2000	ULSD	2,000	8,000	800	2019	ULSD	1,000	\$550,000	25%	\$ 137,500	\$ -	\$ 137,500	\$ 412,500	1.30	\$105,851	0.09	0.12	0.42	67.50
<b>Subtotal of New Project Approvals Requested</b>															\$550,000	25%	\$ 137,500	\$ -	\$ 137,500	\$ 412,500	1.30	\$105,851	0.09	0.12	0.42	67.50

**Balance Remaining for Future Awards if Recommendations Approved** **\$ 433,637** **\$ -** **\$ 433,637**

## Projects Previously Approved

Rank	Interim Application Deadline	RTC Approval Date	Applicant	Activity	Old Vehicle Information					New Vehicle Information				Eligible Funding Level	Recommended Grant Amount				NO <sub>x</sub> Tons Reduced Over 6 Years*	Cost Per Ton of NO <sub>x</sub> Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO2 Tons Reduced Over 6 Years*		
					Type	Class/Equipment	Engine Year	Engine Fuel	Annual Fuel Usage	Annual Mileage	Annual Idling Hours	Model Year	Engine Fuel		Diesel Fuel Reduced (gallons)	Total Cost	EPA	SEP**							Total	Local Match
<b>Projects Approved on October 11, 2018</b>																										
1	8/31/2018	10/11/2018	City of North Richland Hills	1	Onroad	Fire Truck	1997	ULSD	1,429	10,000	30	2019	ULSD	600	\$1,200,000	25%	\$ 300,000	\$ -	\$ 300,000	\$ 900,000	0.90	\$332,889	0.05	0.05	0.30	40.50
<b>Subtotal</b>															\$1,200,000	25%	\$ 300,000	\$ -	\$ 300,000	\$ 900,000	0.90	\$332,889	0.05	0.05	0.30	40.50
<b>Projects Approved on September 13, 2018</b>																										
1	7/27/2018	9/13/2018	Denton ISD	1	Onroad	School Bus	2002	ULSD	550	10,000	N/A	2019	ULSD	2,000	\$106,691	25%	\$ -	\$ 26,673	\$ 26,673	\$ 80,018	0.51	\$52,177	0.04	0.11	0.24	135.00
2	7/27/2018	9/13/2018	Denton ISD	2	Onroad	School Bus	2002	ULSD	550	10,000	N/A	2019	ULSD	2,000	\$106,691	25%	\$ 14,239	\$ 12,434	\$ 26,673	\$ 80,018	0.51	\$52,177	0.04	0.11	0.24	135.00
<b>Subtotal</b>															\$213,382	25%	\$ 14,239	\$ 39,107	\$ 53,346	\$ 160,037	1.02	\$52,177	0.08	0.21	0.48	270.00
<b>Projects Approved on August 9, 2018</b>																										
1	6/29/2018	8/9/2018	City of Mineral Wells	1	Nonroad	Rubber Tire Loader	1999	ULSD	550	N/A	N/A	2018	ULSD	0	\$206,220	25%	\$ 51,555	\$ -	\$ 51,555	\$ 154,665	1.02	\$50,544	0.08	0.04	0.27	0.00
<b>Subtotal</b>															\$206,220	25%	\$ 51,555	\$ -	\$ 51,555	\$ 154,665	1.02	\$50,544	0.08	0.04	0.27	0.00
<b>Projects Approved on June 14, 2018</b>																										
1	4/27/2018	6/14/2018	Garner ISD	2	Onroad	School Bus	2002	ULSD	1,227	11,771	1396	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	1.38	\$16,913	0.13	0.33	0.54	0.00
2	4/27/2018	6/14/2018	City of Mineral Wells	1	Onroad	Dump Truck	2000	ULSD	1,463	2,500	1040	2018	ULSD	0	\$92,000	25%	\$ 23,000	\$ -	\$ 23,000	\$ 69,000	0.74	\$30,889	0.08	0.19	0.27	0.00
3	4/27/2018	6/14/2018	Garner ISD	3	Onroad	School Bus	2004	ULSD	1,154	8,302	1156	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	0.61	\$38,515	0.09	0.13	0.42	0.00
4	4/27/2018	6/14/2018	City of Dallas	12	Onroad	Dump Truck	2001	ULSD	4,986	25,419	500	2018	CNG	4,986	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.40	\$39,882	0.12	0.33	0.73	336.56
5	4/27/2018	6/14/2018	City of Dallas	7	Onroad	Dump Truck	2001	ULSD	3,102	19,312	600	2018	CNG	3,102	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.20	\$46,535	0.11	0.28	0.60	209.39
6	4/27/2018	6/14/2018	City of Dallas	8	Onroad	Dump Truck	2001	ULSD	3,085	18,245	500	2018	CNG	3,085	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.09	\$51,120	0.09	0.26	0.55	208.24
7	4/27/2018	6/14/2018	City of Dallas	13	Onroad	Dump Truck	2001	ULSD	2,659	15,270	600	2018	CNG	2,659	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.02	\$54,446	0.09	0.24	0.50	179.48
8	4/27/2018	6/14/2018	City of Dallas	9	Onroad	Dump Truck	2001	ULSD	2,456	12,675	600	2018	CNG	2,456	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.91	\$61,068	0.08	0.22	0.44	165.78
9	4/27/2018	6/14/2018	Garner ISD	1	Onroad	School Bus	1998	ULSD	370	3,137	107	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	0.35	\$67,535	0.02	0.05	0.09	0.00
10	4/27/2018	6/14/2018	City of Dallas	11	Onroad	Dump Truck	2001	ULSD	1,781	10,102	600	2018	CNG	1,781	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.80	\$69,524	0.07	0.20	0.37	120.22
11	4/27/2018	6/14/2018	City of Richardson	1	Onroad	Refuse Hauler	2005	ULSD	1,251	4,661	894	2019	ULSD	0	\$155,000	25%	\$ 38,750	\$ -	\$ 38,750	\$ 116,250	0.55	\$70,276	0.07	0.07	0.25	0.00
12	4/27/2018	6/14/2018	City of Dallas	3	Onroad	Dump Truck	2001	ULSD	1,527	7,092	500	2018	CNG	1,527	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.61	\$91,152	0.06	0.15	0.28	103.07
13	4/27/2018	6/14/2018	City of Richardson	3	Onroad	Class 8	2001	ULSD	455	1,517	411	2019	ULSD	0	\$190,000	25%	\$ 47,500	\$ -	\$ 47,500	\$ 142,500	0.50	\$94,358	0.03	0.05	0.14	0.00
14	4/27/2018	6/14/2018	City of Dallas	5	Onroad	Dump Truck	2001	ULSD	998	4,261	600	2018	CNG	998	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.55	\$101,181	0.06	0.14	0.23	67.37
15	4/27/2018	6/14/2018	City of Dallas	10	Onroad	Dump Truck	2001	ULSD	1,189	5,677	500	2018	CNG	1,189	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.55	\$101,291	0.05	0.14	0.24	80.26
16	4/27/2018	6/14/2018	City of Dallas	1	Onroad	Dump Truck	2000	ULSD	1,337	6,529	400	2018	CNG	1,337	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.53	\$106,032	0.05	0.13	0.24	90.25
17	4/27/2018	6/14/2018	City of Dallas	6	Onroad	Dump Truck	2001	ULSD	879	4,544	500	2018	CNG	879	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.50	\$111,105	0.05	0.12	0.21	59.33
18	4/27/2018	6/14/2018	City of Dallas	2	Onroad	Dump Truck	2001	ULSD	1,249	5,952	400	2018	CNG	1,249	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.50	\$111,239	0.05	0.12	0.23	84.31
19	4/27/2018	6/14/2018	City of Dallas	4	Onroad	Dump Truck	2001	ULSD	600	1,932	600	2018	CNG	600	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.45	\$123,516	0.05	0.12	0.17	40.50
20	4/27/2018	6/14/2018	City of Richardson	2	Onroad	Refuse Hauler	2005	ULSD	1,498	5,034	715	2019	ULSD	0	\$290,000	25%	\$ 72,500	\$ -	\$ 72,500	\$ 217,500	0.51	\$141,823	0.06	0.06	0.22	0.00
21	4/27/2018	6/14/2018	City of Watauga	1	Onroad	Fire Truck	2001	ULSD	500	2,000	200	2018	ULSD	0	\$627,421	25%	\$ 156,855	\$ -	\$ 156,855	\$ 470,566	0.32	\$483,226	0.02	0.03	0.10	0.00
<b>Subtotal</b>															\$3,704,494	25%	\$ 1,063,102	\$ 70,020	\$ 1,133,123	\$ 2,571,372	15.08	\$75,133	1.44	3.35	6.80	1,744.74
<b>Total Projects Previously Approved</b>															\$5,324,096	25%	\$ 1,428,896	\$ 109,127	\$ 1,538,023	\$ 3,786,073	18.03	\$85,326	1.65	3.65	7.85	2,055.24

	Total Funds Available	Funds Awarded	Balance Available Pending Approval
EPA	\$ 2,000,033	\$ 1,566,396	\$ 433,637
SEP**	\$ 109,127	\$ 109,127	\$ -
<b>Total</b>	<b>\$ 2,109,160</b>	<b>\$ 1,675,523</b>	<b>\$ 433,637</b>

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

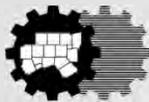
\*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)

\*\*Any additional funds received from the Texas Commission on Environmental Quality Supplemental Environmental Project while this CFP is open will be added to this initiative to fund school bus projects and will offset EPA funds.

# FTA's Access and Mobility Partnership Grant Opportunity

Surface Transportation Technical Committee  
October 26, 2018

Kelli Gregory, AICP  
Transportation Planner III



North Central Texas  
Council of Governments

# Background

**FTA's Goal:** Meet the mobility needs of all populations, including older adults, individuals with disabilities, and low-to-moderate income individuals

Myriad of programs to meet goal:

- Various Funding Programs
- Ladders of Opportunity
- Coordinating Council on Access and Mobility
- Mobility-on-Demand Sandbox
- Access and Mobility Partnership Grants

# Access and Mobility Partnership Grants

Due November 13, 2018

Grant Opportunity	Funds Available	Purpose
Innovative Coordinated Access & Mobility Pilot Program	\$3,903,715	<b>Improve the coordination</b> of transportation services and non-emergency medical transportation services.
Human Services Coordination Research	\$2,434,767	<b>Implementation of innovative strategies</b> in the coordination of human services transportation to provide more effective and efficient public transportation services to seniors, individuals with disabilities, and low-income individuals.

# MyRide North Texas: Regional Mobility Management



# MyRide North Texas: Regional Mobility Management

## Call Center & Website

- Call Center
  - Travel counseling
  - Assistance with transit provider coordination for regional trips
- Utilization of MyRide North Texas Website
  - Recommends most appropriate transit resources, based on price and time
  - Pay for fares online

## Regional Training & Outreach

- Travel Training
  - Teaching individuals how to ride public transit
  - Train-the-Trainer
- Outreach
  - Social services, resource fares, social media, existing partnerships, etc.
- Coordinate Services
  - Workforce & Aging
  - DART, DCTA, Trinity Metro, STAR Transit, and Span, Inc.

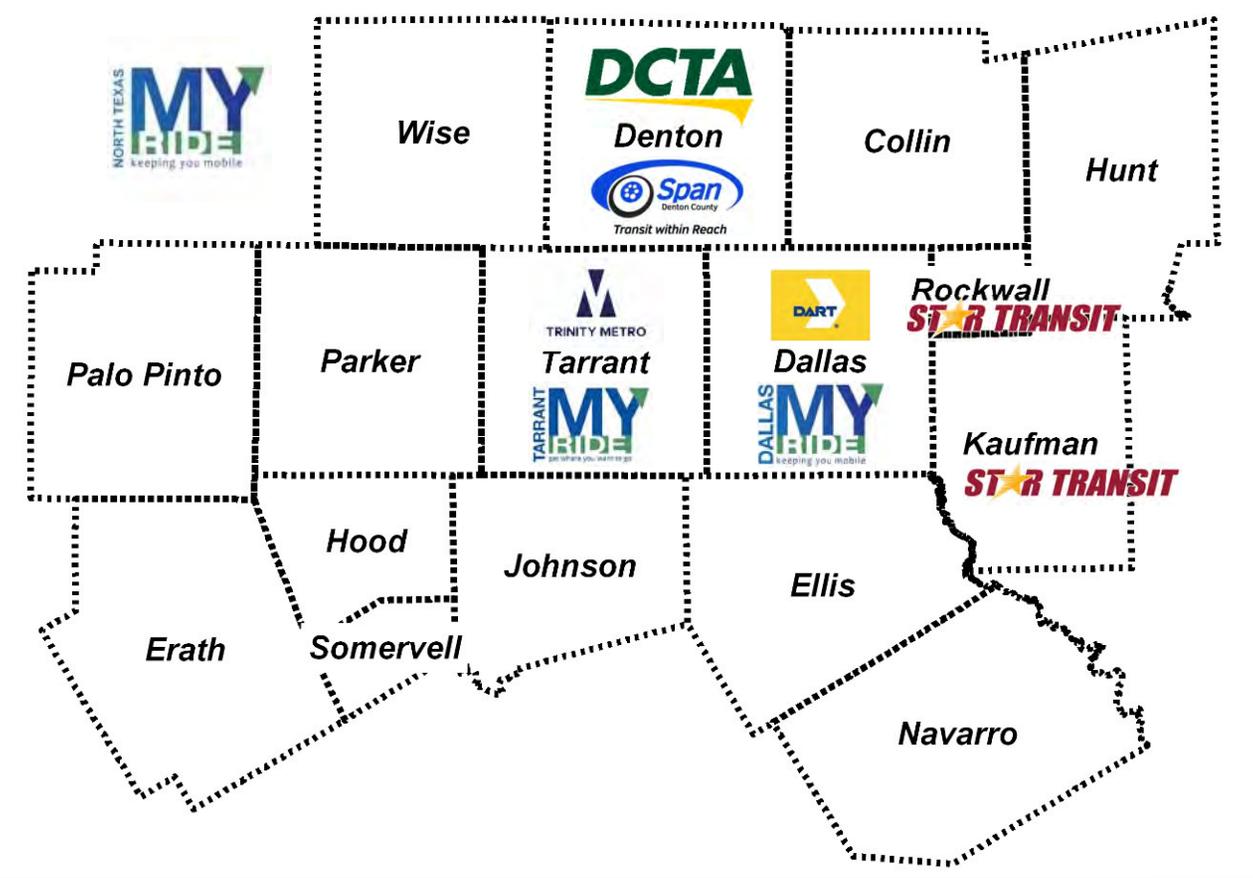
## Financial Assistance

- RTC's Equitable Transit Fares Project
- Potential Regional Taxi Voucher Program
  - Issue vouchers to the public
  - Establish a network of providers to distribute vouchers

# Addressing Transit Needs in North Texas

- Support Access North Texas Goals
  - Expand projects that have a no-wrong-door approach to accessing transit
  - Improve partnerships and coordination between existing transit providers to simplify cross-community trips
  - Increase public awareness of available transportation services
- Expand mobility management services to all 16-counties
- Coordinate and promote existing mobility management programs
- Increase ridership

# Existing Mobility Management Projects



NOTE: MyRide Tarrant ending December 2018 and MyRide Dallas ending December 2019

# Elements of Application

1. Regional Call Center
  - Navigators to provide travel counseling
  - Utilization of MyRide North Texas website
  - Coordination with existing public transit providers
2. Training & Outreach
  - Travel training and Train-the-trainer
  - Promote the regional call center
  - Attend outreach events within the Metroplex
  - Establish and strengthen relationships with partner and social service agencies
3. Partners\*
  - North Texas Area Agency on Aging
  - Transit Authorities
  - My Ride Dallas
  - My Health My Resources (MHMR) of Tarrant County
  - Tarrant County

\*Additional Partners May Be Included

## STTC Action Requested

- Recommend RTC approval to submit an application to FTA's Access and Mobility Partnership Grant for Innovative Coordinated Access and Mobility Pilot Program not to exceed \$750,000 to support Access North Texas goals by creating a regional mobility management program.
- Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include this FTA grant, if selected.

# Contact

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

## Public Participation Plan

February 2015

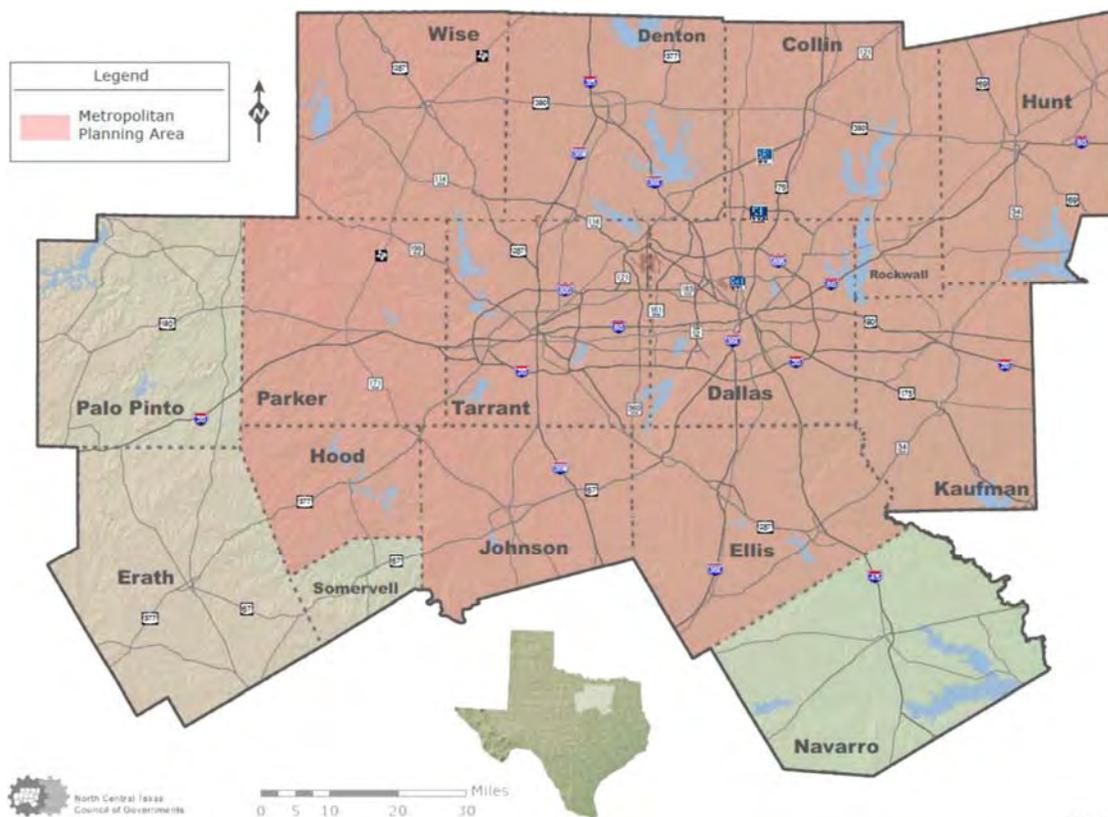


Metropolitan Planning Organization for the Dallas-Fort Worth Area

# 1. About the Metropolitan Planning Organization (MPO)

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

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



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

## 2. Collaboratively Developing Solutions

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

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

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

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

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

#### **Inform and Educate**

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

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

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

### **Evaluate Public Participation Strategies**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Committees**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Unified Planning Work Program (UPWP)**

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

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

## ***Metropolitan Transportation Plan***

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

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

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

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

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

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

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

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

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

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

## **Transportation Improvement Program**

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

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

## Transportation Conformity

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

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

**Transportation Conformity, continued**

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

**Federal Transit Administration Funding**

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

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

## Annual Listing of Obligated Projects

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

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

## Congestion Management Process

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

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

## ***Environmental Studies***

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### ***Social Media***

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

### ***Video***

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### ***Stakeholder Interviews***

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

### ***Speakers Bureau***

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

### ***Media Relations***

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

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

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

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

### ***Visualization***

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

## ***Advertising***

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

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

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

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

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

## ***Community Events***

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

## ***Telephone Town Halls***

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

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

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

## 5. Evaluation

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

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

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

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

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

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

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

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

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

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

# Public Participation Plan (February 2015)

## Appendix A

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The four-factor analysis considers:

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

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

# Public Participation Plan (February 2015)

## Appendix B

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

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

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

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

#### Executive Order 13166

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.

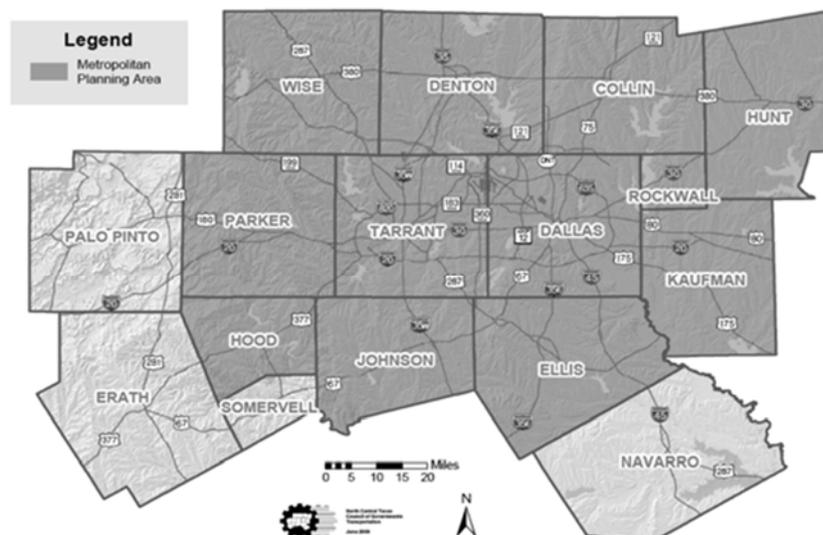
### **Identification of LEP Populations and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs**

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 U.S. Department of Transportation provided the four-factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# Public Participation Plan (February 2015)

## Appendix C

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

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

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

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

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

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

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

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

#### **General Policy Provisions**

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

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

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

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

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

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

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

Examples include, but are not limited to:

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

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

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

### **Administrative Amendment Policy**

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

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

### **Revision Policy**

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

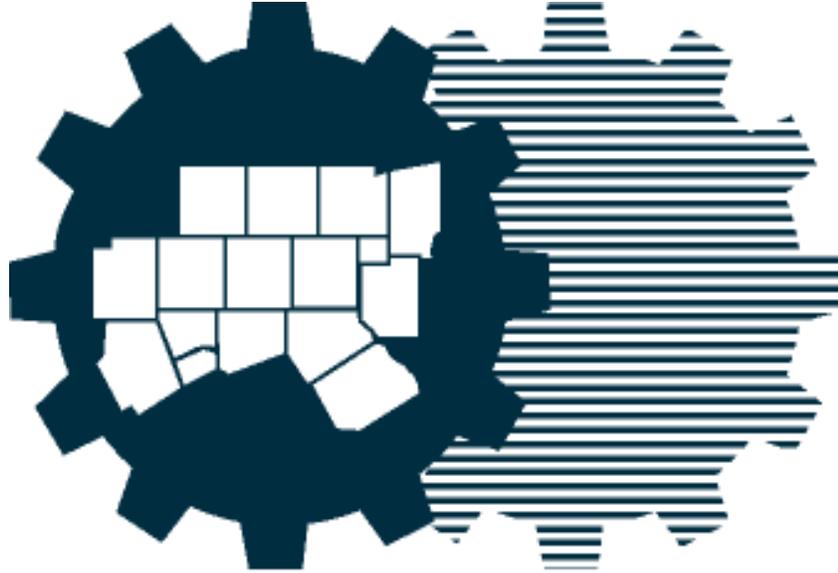
- 1. Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
- 2. Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
- 3. Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
- 4. Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
- 5. Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013

# Public Participation Plan (February 2015)

## Appendix D

### *Title VI Complaint Procedures*



North Central Texas Council of Governments  
Transportation Department

Title VI Complaint Procedures



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## Introduction

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

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

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

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

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## **When to File**

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

## **Where to File**

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

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

Or hand delivered to:

616 Six Flags Drive  
Arlington, TX 76011

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

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

## **Required Elements of a Complaint**

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

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

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## Incomplete Complaints

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

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

## Records of Complaints

The Title VI Specialist will keep a record of all complaints received. The log will include such information as:

- Basic information about the complaint such as when it was filed, who filed it, and who it was against.
- A description of the alleged discriminatory action.
- Findings of the investigation.

## Complaint Process Overview

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

### 1. A complaint is received by NCTCOG:

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

### 2. Complaint is logged into tracking database:

Completed complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received, including name of complainant, contact information, name and organization of person(s) who allegedly discriminated, date of alleged discriminatory act(s), basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability), and description of the alleged discriminatory action. Once the investigation is complete, the findings of the investigation will be logged into the complaint tracking database.

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### **3. Determine jurisdiction:**

Within 10 calendar days of the receipt of the complaint, NCTCOG's Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets basic criteria.

Criteria required for a complete complaint:

- Basis of alleged discrimination (i.e., race, religion, color, national origin, sex, age or disability).
- Determination of timeliness will also be made to ensure that the complaint was filed within the 180 day time requirement.
- The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination is made in which the program or activity that the alleged discrimination occurred is not conducted by NCTCOG or an entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), every attempt will be made to establish the correct agency. Whenever possible, and assuming consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency.

NCTCOG's Title VI Specialist will confer with the Department Director on the determination of a complete complaint and on any deferrals to other agencies. Once the Title VI Specialist completes an initial review of the complaint and determines that the criteria for a complete complaint is met, NCTCOG will forward the complaint to the Texas Department of Transportation, Office of Civil Rights, Compliance Section.

### **4. Initial written notice to complainant:**

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

### **5. Investigation of complaint:**

The Title VI Specialist will confer with the Department Director to determine the most appropriate fact finding process to ensure that all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include but is not limited to:

- Internal meetings with NCTCOG staff and legal counsel.
- Consultation with state and federal agencies.
- Interviews of complainant(s).
- Review of documentation (i.e., planning, public involvement, and technical program activities).
- Interviews and review of documentation with other agencies involved.
- Review of technical analysis methods.
- Review of demographic data.

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**6. Determination of investigation:**

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

**7. Notification of determination:**

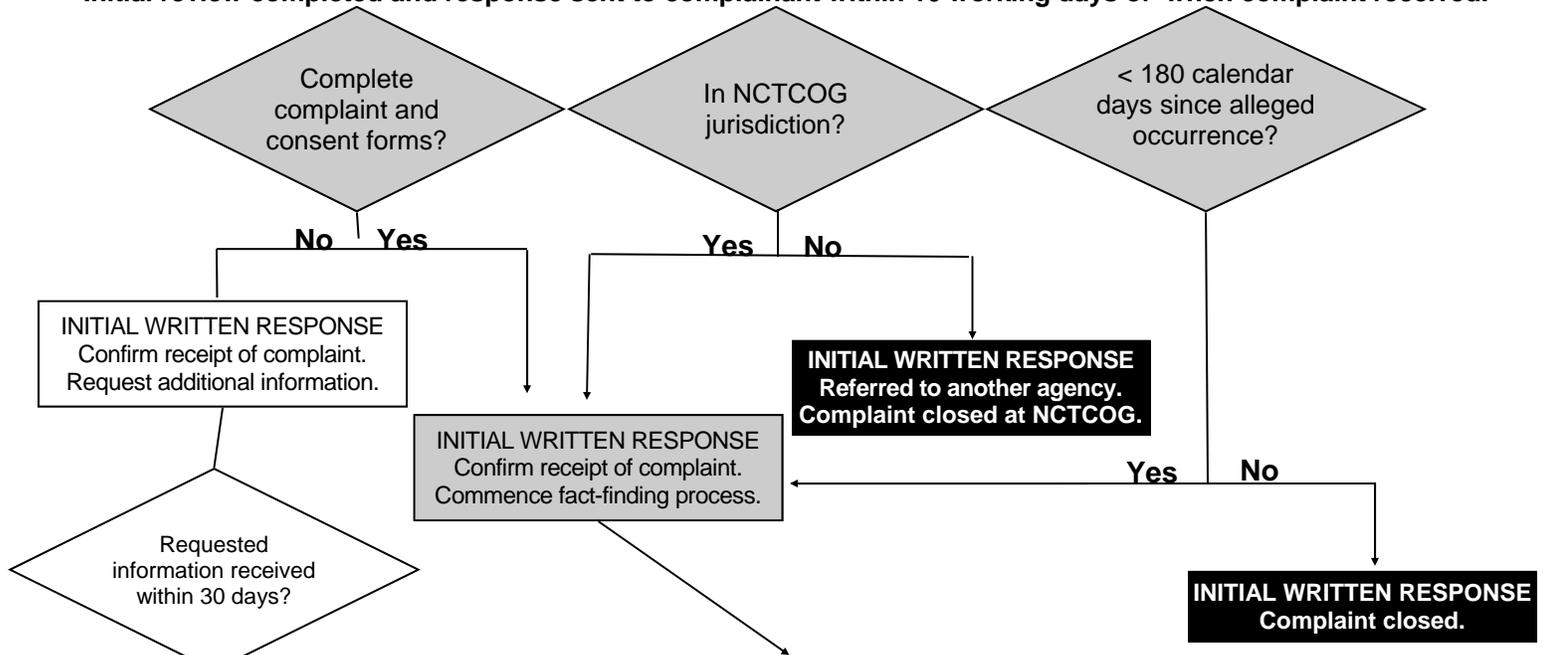
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of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

## RECEIPT OF COMPLAINT

A written discrimination complaint is received and entered into tracking database.

## INITIAL REVIEW

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

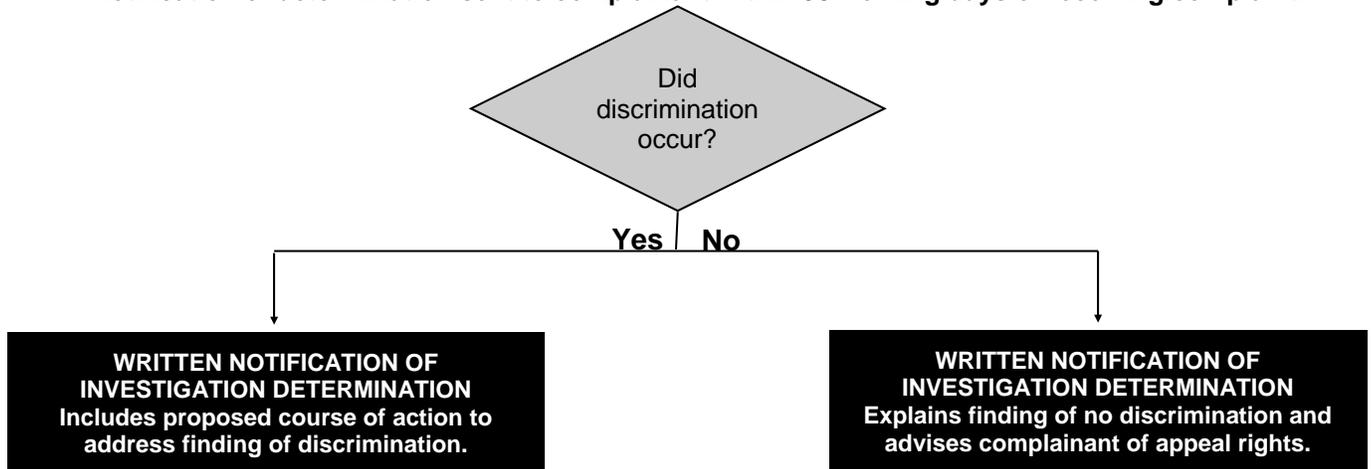


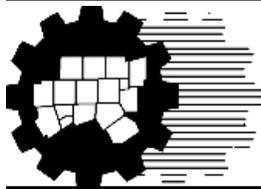
## INVESTIGATION / FACT FINDING

Completed within 60 working days of receiving complaint.  
Findings summarized and report submitted to head of Agency.

## DETERMINATION OF INVESTIGATION

Notification of determination sent to complainant within 90 working days of receiving complaint.





## North Central Texas Council of Governments Discrimination Complaint Form

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

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

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

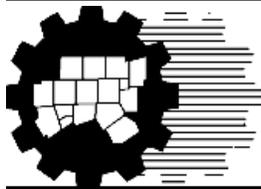
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar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

Submit the forms by mail to:

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

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

If you have any questions or need additional information, please call (817)695-9240 or e-mail [titlevi@nctcog.org](mailto:titlevi@nctcog.org).



## North Central Texas Council of Governments Discrimination Complaint Form

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

### 1

\_\_\_\_\_  
First Name MI Last Name

\_\_\_\_\_  
Street Address City State Zip Code

\_\_\_\_\_  
Telephone Number e-mail Address

### 2 Who do you believe discriminated against you?

\_\_\_\_\_  
First Name MI Last Name

\_\_\_\_\_  
Name of Business/Organization Position/Title

\_\_\_\_\_  
Street Address City State Zip Code

\_\_\_\_\_  
Person's Relationship to You

### 3 When did the alleged act(s) of discrimination occur?

Please list all applicable dates in mm/dd/yyyy format.

\_\_\_\_\_  
Date(s):

Is the alleged discrimination ongoing?  Yes  No

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

\_\_\_\_\_  
Name of Location

### 5 Indicate the basis of your grievance of discrimination.

- |   |                                      |
|---|--------------------------------------|
| <input type="checkbox"/> Race:            | <input type="checkbox"/> Color:      |
| <input type="checkbox"/> National Origin: | <input type="checkbox"/> Sex:        |
| <input type="checkbox"/> Age:             | <input type="checkbox"/> Disability: |
| <input type="checkbox"/> Religion:        |                                      |

**6 Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.**

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

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

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

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

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Please provide any additional information about the alleged discrimination.

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

First Name	MI	Last Name
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Name of Business	Position/Title	Telephone Number
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Street Address	City	State	Zip Code
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**8** This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination Complaint Consent/Release form is attached. If you are filing a complaint of discrimination on behalf of another person, our office will also need this person's consent.

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

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Signature

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Date



# Public Participation Plan for the Dallas-Fort Worth Metropolitan Area

**[Month]** 2018



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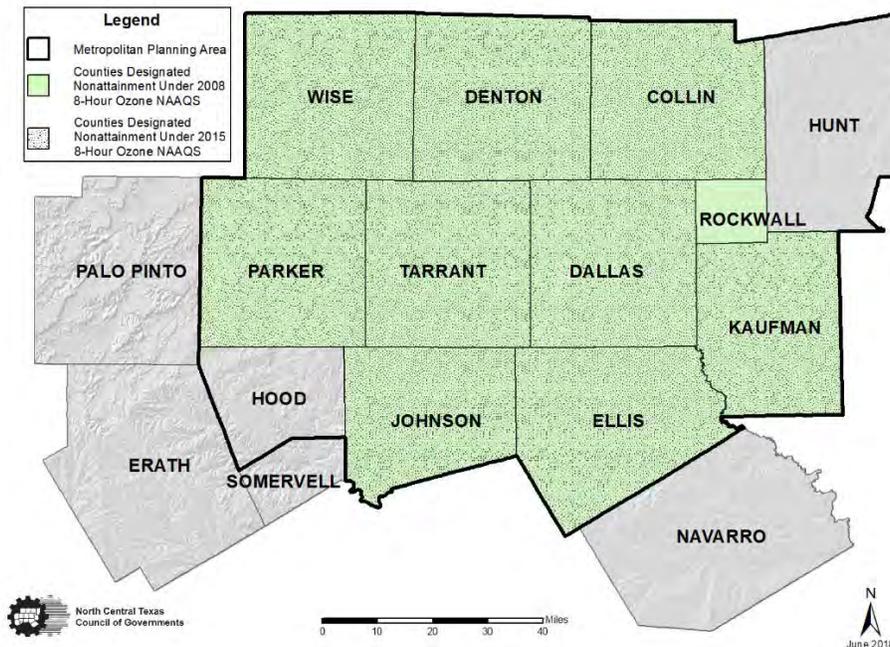
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# 1. About the Metropolitan Planning Organization

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

As the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments (NCTCOG) Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This area is urbanized or expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. More than 7 million people live in the region today, and that is expected to increase to over 11 million by 2045. NCTCOG works with its transportation partners and all levels of government, as well as the public, to address traffic safety and congestion by developing a multimodal transportation system that includes highway, passenger rail, bus, and bicycle and pedestrian facilities.

In addition to serving as the MPO for the Dallas-Fort Worth area, NCTCOG also coordinates public transportation planning for the 12-county region and four additional counties: Erath, Navarro, Palo Pinto and Somervell.



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

## **2. Guiding Principles for Public Participation**

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This Public Participation Plan outlines the MPO's responsibility to inform and involve individuals and communities and discusses the principles, goals and strategies it employs to broadly engage the diverse audiences living and working in North Texas.

NCTCOG adheres to federal requirements for public involvement and strives to go beyond these requirements by finding new ways to engage the public in the transportation planning and programming process. Appendix A outlines the laws and legislation relevant to public participation and how NCTCOG meets these standards.

### **Consistent and Comprehensive Communication**

Transportation policies and programs affect every individual, group and community in North Texas; therefore, the MPO employs a collaborative public involvement process to identify transportation needs and solutions for the region. Clear and continuous communication with the public through multiple channels is the cornerstone for building a transportation system that helps preserve the region's quality of life while moving people and goods safely, efficiently and reliably.

Additionally, the MPO must ensure regional transportation planning is consistent with federal goals to improve air quality because some counties in the Dallas-Fort Worth area do not meet the ozone standards set by the Environmental Protection Agency (EPA). Appendix B outlines the current county classifications under each ozone standard as of the date of this publication. Therefore, the MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, the MPO actively seeks to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities.

### **Commitment to Diversity and Inclusiveness**

NCTCOG values the full range of voices in North Texas and is committed to listening to and seeking input from the diverse individuals and many communities that reside in the Dallas-Fort Worth area. As such, NCTCOG seeks to both meet federal requirements for participation and actively increase the number and diversity of participants in the planning process.

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

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Furthermore, demographic data is analyzed to identify areas having considerable numbers of protected populations. This information can be used to select locations for public meetings and outreach events as well as to identify opportunities to better target or diversify outreach efforts.

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

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

The Title VI Complaint Procedures in Appendix D outline the NCTCOG Title VI policy and explain the process by which complaints may be submitted by individuals, investigated and potentially resolved.

The Public Participation Plan outlines principles and strategies through which NCTCOG seeks to include all of the region's communities in the planning process. In particular, the diversity of communities in North Texas means NCTCOG will work to establish and maintain relationships and channels of communication with individuals and organizations that serve traditionally underrepresented groups. By working with communities, NCTCOG will better reach individuals and understand their transportation needs, resulting in relationships that lead to consensus building.

Communication and outreach strategies that specifically aim to increase the number and diversity of people reached through the planning process include, but are not limited to:

- **Media Outreach:** Regularly research newspapers, online publications and blogs serving areas with considerable numbers of protected populations and update the media contact database as needed
- **Paid Advertising:** Continue to advertise public input opportunities in minority publications and through social media and identify opportunities to place paid advertisements in strategically selected media and organizational publications to encourage individuals to sign up for NCTCOG Transportation Department email updates
- **Language Translation:** Advertise public input opportunities in Spanish-language newspapers with instructions for requesting additional translation; translate key NCTCOG Transportation Department documents and work with program areas to identify opportunities for bilingual outreach in Spanish and other languages; provide translation into Spanish or other languages upon request
- **Community Networks:** Establish and facilitate a network of individuals and organizations who will share information and notices of input opportunities in their communities and through their own networks
- **Business Outreach:** Evaluate how to expand outreach to the business community, including minority chambers of commerce
- **Nonprofit Coordination:** Identify and develop opportunities to better coordinate with nonprofit organizations already effectively reaching segments of the North Texas population

## **Collaboration with Audiences and Stakeholders**

Collaboration with the region's diverse audiences and stakeholders helps build the consensus needed to develop transportation plans, policies and projects that accomplish the mobility, quality of life and air quality goals of the region. NCTCOG strongly encourages involvement and

input from individuals, groups and organizations who live, work or travel in North Texas and may be affected by transportation and air quality decisions. Individuals exist in communities, and often in networks of communities, both formal and informal, so listening to and informing individuals is an important way the NCTCOG Transportation Department implements its communications and outreach plans. Further developing connections in communities will expand the reach of NCTCOG information and involve more people in transportation decision-making.

In accordance with the federal laws and legislation in Appendix A, and using the communications and outreach strategies detailed in this plan, NCTCOG seeks to reasonably inform and involve the following parties in the planning process:

#### **Required for General Public Participation**

- Individuals
- Affected public agencies
- Representatives of public transportation employees
- Public ports
- Freight shippers
- Providers of freight transportation services
- Private providers of transportation
- Intercity bus operators
- Employer-based commuting programs
- Carpool program
- Vanpool program
- Transit benefit program
- Parking cash-out program
- Shuttle program
- Telework program
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the disabled
- Other interested parties
- Those traditionally underserved by existing transportation systems
  - Low-income households
  - Minority Households

#### **Required for the Metropolitan Transportation Plan and TIP**

- Agencies and officials responsible for other planning activities within the MPA that are affected by transportation
  - State and local planned growth
  - Economic development
  - Tourism
  - Natural disaster risk reduction
  - Environmental protection
  - Airport operations
  - Freight movements
- Indian Tribal governments
- Federal land management agencies, when the MPA includes Federal public lands

### **Required for Metropolitan Transportation Plan**

- State and local agencies responsible for land use management
- State and local agencies responsible for natural resources
- State and local agencies responsible for environmental protection
- State and local agencies responsible for conservation
- State and local agencies responsible for historic preservation

### **Required for Congestion Management Plan (if developed in the future)**

- Employers
- Private and nonprofit providers of public transportation
- Transportation management organizations
- Organizations that provide job access reverse commute projects or job-related services to low-income individuals

### **Consultation with Committees**

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

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

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. Visit [www.nctcog.org/trans/about/committees](http://www.nctcog.org/trans/about/committees) to learn more about the committees, their members, past and upcoming meetings, and other information.

### 3. Public Participation Goals

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NCTCOG implements an integrated communications and outreach program to engage diverse audiences in planning for transportation and improving air quality. Making content relevant, removing barriers to participation, stating information simply and using visualization techniques facilitates understanding and meaningful input. NCTCOG not only seeks to inform and educate, but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, providing the support for whatever transportation decisions are made. Finally, monitoring, evaluating and refining communications and outreach strategies will ensure NCTCOG's efforts to inform and gather input are inclusive, effective and transparent, and meet its desired outcomes for its public participation process.

Public involvement goals and the strategic priorities for accomplishing each are outlined below.

#### **Goal 1: Inform and Educate**

- Increase awareness and understanding of the MPO among North Texans
- Connect with organizations and community leaders who can help reach more people and engage those individuals in the planning process
- Make information accessible and understandable
- Develop visuals to illustrate and enhance communications
- Provide timely public notice of information resources and opportunities to comment on plans, policies and programs
- Ensure transparency and accessibility for open meetings, including for the RTC and the standing technical, policy and strategic committee meetings
- Provide language translation and alternate formats upon request

#### **Goal 2: Engage Diverse Audiences and Encourage Continued Participation**

- Identify the affected public and other stakeholder groups with respect to the plans, programs, projects, policies and partnerships under development
- Clearly define the purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships
- Encourage input to be submitted in various ways, including flexible, creative and innovative approaches
- Eliminate barriers to participation by hosting public meetings at accessible locations and convenient times and posting video recordings, information and public comment opportunities online for ease of access
- Document and respond, as needed, to comments from public meetings, outreach events, mail, email, web forms and social media
- Share public input with policy and technical committees
- Use input to develop policies, plans and programs, making the final versions easily accessible

#### **Goal 3: Evaluate Public Participation Strategies and Efforts**

- Review quantitative and qualitative data for outreach and communications efforts
- Review how public input influenced transportation decision-making
- Inform the public about outreach and communications efforts and outcomes through reporting

## **4. Procedures for Public Comments and Specific Plans and Programs**

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NCTCOG strives to continuously inform and involve the public and encourages North Texans to submit comments and questions at any time. A summary of NCTCOG's procedures for gathering and documenting public input and presenting it to the RTC and other committees is outlined below.

In addition, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seeks to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, business and community groups, nonprofits, stakeholders and interested residents who have a stake in these outcomes have opportunities to be involved in determining the future of transportation in the region. As such, the opportunities for public input described below meet legislative regulations for participation while aiming to provide early notification and a process that is efficient, accessible and transparent.

### **Public Comment Compilation, Consideration and Response**

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

Comments relevant to and received during specific public comment periods are provided to the RTC in advance of any meetings where they are scheduled to take action on the relevant policy, plan or program. All comments received outside these formal public comment periods, regardless of the topic, are compiled into a monthly report and presented to the RTC in advance of its next regularly scheduled meeting. These comments are accessible to the public in the RTC meeting agendas, public meeting minutes and monthly comment reports on the NCTCOG website.

As a matter of course, the RTC gives greater weight to the voices of impacted residents, businesses, governments, transportation partners, and other agencies and organizations in the region. Therefore, when providing comments to the RTC, NCTCOG may distinguish between local comments and comments submitted from outside the region or a project corridor.

With an increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent action, such as modification of the Transportation Improvement Program, due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible. As with comments received during longer comment periods, staff will compile, summarize and respond to substantive comments received during the abbreviated comment period. Staff will provide these comments and their responses at the next RTC meeting.

Following the request of emergency funds to provide assistance in the aftermath of Hurricane Harvey in 2017, NCTCOG may also choose to utilize an abbreviated comment period to seek public input on assistance requested from the state or local governments experiencing an emergency. Use of a comment period in such instances is at NCTCOG's discretion and depends on the amount of assistance requested. NCTCOG may not provide funds to either state or local governments in any instance without securing approval from the RTC. Notification will be provided to the public of such actions at the next public input opportunity.

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

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

Minor changes to a final plan or program, or changes that could have been reasonably foreseen, can be made without further opportunities for public involvement. As such, recommendations presented during public comment periods are understood to be contingent on the outcomes of the public involvement process. Changes made to a final draft plan or program as a result of public comments received during the comment opportunity will not require a further opportunity for public comment; notification of such changes will be provided at the next public input opportunity. This is consistent with CFR § 450.316 (a)(1)(viii) included in Appendix A.

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

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancelation of one or more public meetings, NCTCOG will first notify the public of the cancelation through email, webpage updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at [www.nctcog.org/input](http://www.nctcog.org/input), the deadline for public comments will remain as if weather were not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period. If action initiating a public comment period, such as posting information to [www.nctcog.org/input](http://www.nctcog.org/input) for review, is delayed by inclement weather, staff will communicate the delay by email and social media and again when the information becomes available for comment. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather were not a factor.

## Public Participation Plan Development and Updates

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

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development or update of the Public Participation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	45 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Update to one or more Public Participation Plan appendices or legislative references in the document	Proposed changes posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	45 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Typographic or grammatical correction	None	Not applicable	Not applicable

## Unified Planning Work Program (UPWP)

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

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development of the UPWP	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Modifications	Recommendations posted online for public review and comment at <a href="http://www.nctcog.org/input">www.nctcog.org/input</a>	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

## **Metropolitan Transportation Plan (MTP)**

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

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

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

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

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

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

project clarifications or technical network coding/reporting corrections consistent with NCTCOG review, public comments and conformity partner comments.

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

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development of the Metropolitan Transportation Plan	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days following each meeting	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Metropolitan Transportation Plan Update	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days following each meeting	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Metropolitan Transportation Plan Amendment	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>
Metropolitan Transportation Plan administrative revisions	Summary of modifications accessible from <a href="http://www.nctcog.org/input">www.nctcog.org/input</a> for informational purposes.	Not applicable	<ul style="list-style-type: none"> <li>• Availability of information included on next notice for a public input opportunity</li> </ul>

## Transportation Improvement Program (TIP)

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

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

## Transportation Conformity

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

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

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## Transportation Conformity

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

## Federal Transit Administration Funding

Local public transportation providers receive Federal Transit Administration (FTA) funds through the Urbanized Area Formula Program. The providers request Urbanized Area Formula Program funds, including Job Access/Reverse Commute (JA/RC) projects, through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to 2 percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for Job Access / Reverse Commute projects. NCTCOG follows the same public involvement procedures when recommending the award of funds through a Call for Projects. Local public transportation providers may also receive funds from other FTA formula programs, and the public will have an opportunity to review and comment on the recommendations. Whenever possible, draft POPs and other funding recommendations will be combined with a discussion about regional public transportation needs and priorities to garner interest and provide for a more comprehensive discussion. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

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

## Annual Listing of Obligated Projects

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

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

## Congestion Management Process

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

<b>Transportation Planning Action</b>	<b>Minimum Public Involvement Opportunity</b>	<b>Length of Comment Period</b>	<b>Minimum Notification of Opportunity</b>
Development of the Congestion Management Process	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at <a href="http://www.nctcog.org/video">www.nctcog.org/video</a> . Whenever possible, a livestream will be provided as well.	30 days	<ul style="list-style-type: none"> <li>• Information sent to public involvement contact list</li> <li>• NCTCOG publication article</li> <li>• Social media</li> <li>• Newspaper ad, including minority publications</li> <li>• News release</li> </ul>

## **Environmental Studies**

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

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

## 5. Public Participation Strategies

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NCTCOG offers information in a variety of formats to include as many people as possible in the planning process. In today's media and communications environment, a comprehensive approach to outreach will rely on multiple streams of information to engage people repeatedly at different times and through different media. Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

Efforts to inform and gather input from the public include, but are not limited to, the following strategies.

### **NCTCOG Transportation Department Website**

The internet allows NCTCOG to reach a large cross section of people at times convenient to their personal schedules. People can access NCTCOG's web-based information 24 hours a day, seven days a week on their personal or public computer or mobile devices. Websites, email lists, online video, webinars and social media can all be used to inform, educate and dialog with people about transportation planning.

NCTCOG maintains [www.nctcog.org/trans](http://www.nctcog.org/trans), a website that provides easy access to information about the plans, programs and policies of the MPO. Following a major redesign in 2018, the website employs responsive design features and includes a calendar of events; committee activities and actions; requests for proposals, qualifications or partners; and electronic versions of plans, reports, policies and program information. The site includes a search feature that allows users to find specific documents or other information using key words, and the Google Translate widget embedded on every webpage provides an option to instantly translate information into more than 100 languages.

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

This site includes a Public Involvement webpage, [www.nctcog.org/trans/involve](http://www.nctcog.org/trans/involve), to provide the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. Interested parties may also directly access all NCTCOG Transportation Department staff members via email, phone, fax or postal mail; contact information for all staff members is easily accessible on the website.

Finally, website visitors can easily subscribe to NCTCOG email and mailing lists and submit comments and questions. If a person does not have internet access, he or she can request staff to make items on the website available by calling 817-695-9240.

### **Social Media**

The NCTCOG Transportation Department maintains a social media presence to inform North Texans about programs, projects, policies and opportunities for them to give input and be involved in the decision-making process. This currently includes the use of Facebook, Twitter, Instagram, YouTube, and Vimeo, but other social media platforms may be added in the future.

NCTCOG staff will post information on NCTCOG Transportation Department accounts and monitor and respond to questions and concerns as warranted. To reach the widest audience possible, NCTCOG also posts engaging and entertaining content that focuses on transportation and air quality issues. Additionally, staff actively seeks to build relationships with transportation partners, local governments, agencies and other groups by sharing their posts and occasionally submitting suggested social media content to cities, chambers of commerce and other organizations.

## Video

One of several visualization techniques, video is used to increase understanding of complex transportation plans, policies and programs. Video recordings of public meetings and Regional Transportation Council meetings, including livestreams, are posted online at [www.nctcog.org/video](http://www.nctcog.org/video). Video recordings of selected other meetings and workshops are also available.

Additionally, short, informational videos are posted at [www.youtube.com/NCTCOGtrans](http://www.youtube.com/NCTCOGtrans) and may be shared on NCTCOG's other social media accounts. As needed, video will complement materials available for public review and comment at [www.nctcog.org/input](http://www.nctcog.org/input). Depending on the length of the video, not only will it be online at [www.nctcog.org/input](http://www.nctcog.org/input), but it will also be available at [www.nctcog.org/video](http://www.nctcog.org/video) or [www.youtube.com/NCTCOGtrans](http://www.youtube.com/NCTCOGtrans).

## Print and Digital Publications

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

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

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

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

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

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

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

For large, complex or extensive transportation planning efforts, public meetings, workshops, roundtables, conferences, forums and other events enable and foster in-depth discussion. Typically, these events are reserved for development of plans, programs and policies and significant changes to those as well as more project- or study area-specific discussions. As needed, the NCTCOG Transportation Department will host these events to gather input and build consensus among various transportation stakeholders.

To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also reflect Environmental Justice considerations.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, an effort will be made to hold the meeting(s) in the corridor(s) directly affected by the project.
- The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Upon request, language translation, including sign and foreign language interpreters and handouts in large print or Braille, will be available. Additionally, staff will make every effort to accommodate requests from persons with disabilities. A minimum of three days advance notice is required for these arrangements to be provided as outlined in the Language Assistance Plan in Appendix B. Public meeting notices will provide the telephone number and email address to request special arrangements.
- At a minimum, meetings will be audio taped. Video recording and livestreaming, however, are increasingly offered, and these recordings are subsequently posted to the website.

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

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Staff coordinates with non-English newspapers to provide translated notices to their readers. All public meetings are posted on the [Texas Register](#) website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and emailed to

individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals may subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinates with public information officers of the cities in which meetings are scheduled to request assistance in posting information, often on the city cable television channel, websites and social media accounts.

## **Community Events**

In an effort to educate the public and increase public awareness of transportation plans and programs, NCTCOG distributes information and engages in discussion at a variety of community events throughout the year such as events organized by local governments and school districts, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, email [transinfo@nctcog.org](mailto:transinfo@nctcog.org) or call 817-695-9240.

## **Mail and Email**

The public involvement mail and email lists are the most direct forms of communication used by NCTCOG to inform and engage the public and partners. Together, they represent a comprehensive way to reach member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including minority chambers), houses of worship, representatives of tribal governments and individuals.

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

The lists are continually maintained and expanded based on sign-up sheets at public meetings and community events, requests sent through the NCTCOG Transportation Department website (an online form is available for submission), returned mail, and requests for additions and deletions from various other sources.

## **Advertising**

Paid advertising is used to announce public meetings, opportunities for public review and comment and other initiatives. Fixing America's Surface Transportation (FAST Act) and the U.S. Code of Federal Regulations emphasize the importance of public involvement, including public meetings and the opportunity for public comment, in the transportation planning process and require adequate notice be given to the public of these activities. As such, paid advertising complements other outreach and communications efforts. Ads are placed in select newspapers, including minority publications, to ensure regional coverage. Online advertising, including on Facebook, may be used to complement traditional print advertising.

## **Shareable Content**

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

## **Speaking Opportunities**

Staff often presents to organizations and groups such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, universities, schools, businesses and nonprofits, among others. Presentations provide staff with the opportunity to build relationships with organizations and involve them more actively in the planning process. To schedule a speaker or for more information, visit [www.nctcog.org/speakers](http://www.nctcog.org/speakers) or call 817-695-9240.

## **Media Relations**

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

## **Visualization**

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

## **Surveys and Keypad Polling**

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

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

## **Stakeholder Interviews**

Meetings with regional transportation stakeholders, such as community and business leaders, nonprofit organization representatives and other individuals helps staff understand local communities. For example, information about the most effective communications and outreach strategies for a particular area or group of people helps staff to engage more and increasingly diverse groups of people in the transportation planning process.

## **Telephone Town Halls**

The NCTCOG Transportation Department will host telephone town hall discussions as needed. Telephone town halls are announced through NCTCOG Transportation Department communications, and interested individuals can sign up in advance to participate. The format is similar to a radio show, except participants listen in from their landline or mobile phones. Staff provides information on a topic and callers can respond with their questions or comments.

Polling can be integrated into the discussion, as relevant. An audio recording is then posted online and shared with members of the public who were not able to participate.

## **Community Networks**

The population of the Dallas-Fort Worth area is 7.3 million people and growing, and regional demographics are ethnically, linguistically and economically diverse. Therefore, in an effort to reach as many people as possible, staff is increasingly seeking to engage people of influence who are willing to use their connections in their communities to help raise awareness of NCTCOG; share information and notices about plans, programs and projects; facilitate meetings and organize events that allow NCTCOG to interact directly with community members and groups; highlight NCTCOG on social media; and publicize NCTCOG meetings and events. By cultivating a network of key individuals and organizations, NCTCOG will leverage existing community networks to provide information to the widest possible audience, including groups traditionally underrepresented in the transportation and air quality planning process.

In the coming years, NCTCOG is planning to initiate a grant-funded community-based organization (CBO) pilot program through a Request for Partners or similar initiative. In the program, NCTCOG will engage local CBOs to carry out public involvement activities related to transportation issues; possible activities could include surveys, community events or focus groups. The CBOs will then facilitate interactions between NCTCOG and community members and provide NCTCOG with data and information related to their contracted public involvement activities. The program's goal is to help NCTCOG access community networks by opening doors to engage individuals in communities that have been traditionally underrepresented in its public involvement process.

## **6. Evaluation of Public Participation**

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The NCTCOG Transportation Department will regularly evaluate its measurable public participation strategies to help determine whether the Public Participation Plan is achieving desired outcomes for public involvement in the transportation and air quality planning process. Performance metrics and reporting for public participation utilize both quantitative and qualitative measures to tell the story of how public involvement is informing the planning process and helping meet goals for public involvement. Other public participation strategies are also reviewed, evaluated and discussed in the context of the measurable strategies, the desired outcomes of the Public Participation Plan and the goals for NCTCOG's public involvement process, more generally.

Evaluation helps staff understand how to better engage the public and more effectively allocate time and resources. In addition, staff will produce reports for the public that clearly explain and illustrate how public participation strategies are working toward the desired outcomes NCTCOG has identified for its public involvement processes. Evaluation of these strategies and the overall Public Participation Plan is ongoing, and efforts improve communication with the public.

The table on the following pages outlines the measurable public participation strategies, the performance metrics and reporting data for each, and desired outcomes for public participation.

### **Evaluation of Project-Specific Outreach**

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

## Evaluation Matrix for Public Participation Strategies

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
<b>NCTCOG Transportation Department Website</b>	Total number of visits Number of unique visitors Webpages with most visits Average time spent on significant webpages Top referring websites/sources of web traffic Most common search terms	Identification of trends and changes for website usage Prioritization of and increased accessibility of information and public input opportunities Refined use of metadata to drive traffic
<b>Social Media and Video</b>	<i>Facebook</i> Number of total page likes Total reach Average engagement rate per post  <i>Twitter</i> Number of followers Total number of impressions Total number of engagements Average engagement rate per post  <i>YouTube</i> Number of subscribers Number of views Estimated minutes watched	Broad distribution of information and public input opportunities through engaging, shareable content and personalized interactions Increased feedback and public input Development of an engaged online base of followers that helps disseminate information and public input opportunities
<b>Print and Digital Publications</b>	Available publication formats Number of print copies of each publication distributed Number of unique views for each publication	Information in multiple formats accessible to all communities in the region Informed understanding of planning process Sustained awareness of public input opportunities

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
<b>Public Meetings and Community Events</b>	<p><i>Public Meetings</i></p> <ul style="list-style-type: none"> <li>Number of public meetings</li> <li>Number of online public input opportunities</li> <li>Average attendance per meeting</li> <li>Average online viewers per meeting and online public input opportunity</li> <li>Accessible locations for individuals with disabilities</li> <li>Regional accessibility of information</li> <li>Notification of how to request language translation or special accommodations</li> </ul> <p><i>Public Contacts</i></p> <ul style="list-style-type: none"> <li>Number of contacts receiving public meeting notifications</li> <li>Net change in number of contacts for the year</li> </ul> <p><i>Public Meeting Advertising</i></p> <ul style="list-style-type: none"> <li>Ad placements</li> <li>Average reach for each Facebook ad</li> <li>Average engagement for each Facebook ad</li> </ul> <p><i>Community Events</i></p> <ul style="list-style-type: none"> <li>Number of events attended by staff</li> <li>Number of events distributing NCTCOG Transportation Department information</li> <li>Total estimated attendance for all events</li> <li>Geographic representation in event locations</li> </ul>	<p>Information about policies, programs and projects accessible in multiple formats to all communities throughout the region</p> <p>Greater awareness of policies, programs and projects</p> <p>Timely notification through multiple strategies about opportunities to provide input and engage with staff</p> <p>Increased feedback and public input</p> <p>Planned opportunities for the public to interact directly with staff</p> <p>Increased accessibility of staff to communities and partners</p> <p>Transparency in public involvement efforts and the planning process</p>

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
<b>Public Comments</b>	Total number of comments received Number of comments from meetings and events Number of comments from email Number of comments from social media Number of comments received via other modes Most common comment topics	Transparency in public involvement efforts and the planning process Identification of trends and changes in public attention and concerns
<b>Speaking Opportunities</b>	Number of presentation requests Number of presentations Number of people reached Types of audiences/groups reached Types of presentation topics	Increased awareness of the planning process and specific plans, programs and projects Increased accessibility of staff to communities and partners Greater participation by communities and organizations in the planning process
<b>Shareable Content</b>	Number of partners that shared content Type of partners that shared content Type of content shared by partners New audiences reached through partners	Strong relationships with partner organizations willing to help disseminate information to the public through multiple channels Extended reach of messaging about transportation, air quality and public input opportunities Increased connections with communities not actively involved in the planning process
<b>Media Relations</b>	Number of news releases Number of media requests Number of media mentions <i>Media Contacts List</i> Types of news sources Number of news outlets Number of minority news outlets Number of news outlets in each county Number of reporters	Transparency in public involvement efforts and the planning process Proactive media relations to communicate public input opportunities, policies and programs Diverse list of media contacts to keep the public broadly informed Understanding of local, regional, statewide and national media coverage of transportation and air quality issues Understanding of the NCTCOG Transportation Department's public image



# 2018 Public Participation Plan

## Appendix A: Laws and Legislation Relevant to Public Participation

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### Federal Legislation and Executive Orders

#### Fixing America's Surface Transportation (FAST) Act

The FAST Act, the most recent federal transportation legislation, and the associated implementing regulations emphasize the importance of public involvement and contain specific language outlining requirements for public participation processes and procedures. In general, FAST Act legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21, SAFETEA-LU and MAP-21) and did not establish any new requirements. Notably, the FAST Act did add a requirement to provide a reasonable opportunity to for public ports and specific types of private providers of transportation to be involved in the metropolitan transportation planning process.

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

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

included in documentation of the TIP and the MTP or by reference to the public meeting minutes (for the TIP) or Transportation Conformity documentation (for the MTP).

- If the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be provided. Recommendations presented during public comment periods are understood to be contingent upon the outcomes of the public involvement processes for these plans; therefore, it is understood that the final TIP or MTP may reflect changes resulting from the outcome of these processes. In addition, when NCTCOG can reasonably foresee alternative outcomes based on circumstances or events coincident with its public involvement processes for these plans, NCTCOG may present alternative recommendations for public comment alongside its final recommendations; in this case, it will be understood that decisions about these recommendations are contingent upon both the public involvement process and the resolution of these circumstances or events.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

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

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

- (1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
  - (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
  - (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
  - (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
  - (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

- (v) Holding any public meetings at convenient and accessible locations and times;
  - (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
  - (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
  - (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
  - (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
  - (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- (2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- (3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- (b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
- (1) Recipients of assistance under title 49 U.S.C. Chapter 53;

- (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
  - (3) Recipients of assistance under 23 U.S.C. 201-204.
- (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
  - (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
  - (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The four-factor analysis considers:

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

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

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## **Appendix B: Language Assistance Plan (Updated June 2018)**

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

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

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

### **Executive Order 13166**

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

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff to interact with and consider the needs of LEP persons.
- Provide notice to LEP persons.

- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

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

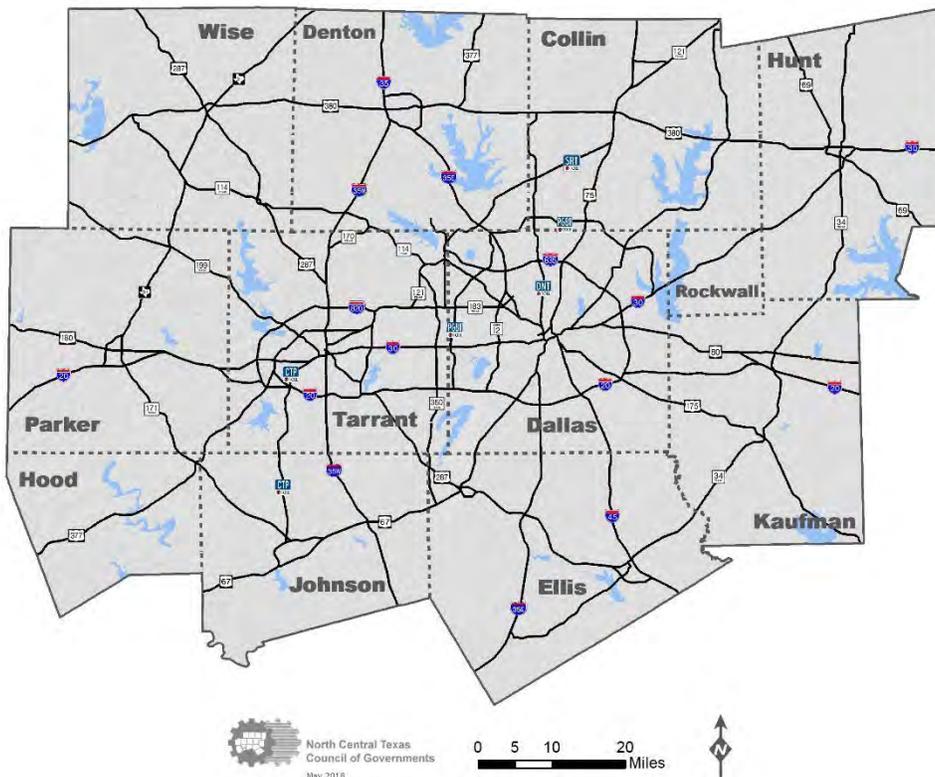
### Identification of LEP Populations and Determination of How These Individuals Are Served or Likely to be Served by NCTCOG Transportation Department Programs

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

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

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

### Limited English Proficiency Service Area



Data for the 12-county Metropolitan Planning Area was gathered using the 2006-2010 and 2012-2016 American Community Survey datasets. LEP persons were classified as anyone over the age of five who described their ability to speak English as less than 'very well' (i.e. 'well,' 'not well,' or 'not at all'). Due to recent changes in the Census Bureau's coding of language data, it is not possible to compare language groups between the two datasets. The aggregate LEP population increased by 14.9% between 2010 and 2016.

In 2010, the American Community Survey estimated population over age five was 5,698,467 for the 12-county region. The total LEP population was 765,371, approximately 13.4 percent of the total population over age five. In 2016, the LEP population was 879,120, 13.6% of the region's 6,446,768 residents over the age of five. In 2016, Spanish was the largest language represented among the LEP population, with 10.8% percent of the total population over age five. Asian and Pacific Island languages were the second largest group among the LEP population, comprising 1.7 percent of the total population over age five. LEP individuals speaking other Indo-European languages or other languages respectively comprised 0.8 percent and 0.4 percent of the total population over age five.

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

Total Metropolitan Planning Area (MPA) Population Over 5		Total MPA LEP Population	% LEP of Total Population	Total MPA Spanish LEP Population	% Spanish LEP of Total Population	Total MPA Asian and Pacific Island Languages LEP Population*	% Asian and Pacific Island Languages LEP of Total Population	Total MPA Other Indo-European Languages LEP Population	% Other Indo-European Languages LEP of Total Population	Total MPA Other Languages LEP Population	% Other Languages LEP of Total Population
2006-2010 American Community Survey	5,698,467	765,371	13.4%	624,880	11.0%	89,868	1.6%	35,731	0.6%	14,892	0.2%
2012-2016 American Community Survey	6,446,768	879,120	13.6%	694,804	10.8%	109,511	1.7%	50,426	0.8%	24,379	0.4%

Source: 2006-2010 and 2012-2016 American Community Survey; www.census.gov

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

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

In 2016, the US Census Bureau changed the way that it codes language data. Consequently, language groupings cannot be compared between the 2006-2010 and 2012-2016 American Community Surveys.

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

LEP Asian Languages for 2016 include: Vietnamese (0.64%), Other Asian and Pacific Island Languages (0.41%), Chinese (including Mandarin, Cantonese) (0.36%), Korean (0.21%), and Tagalog (including Filipino) (0.08%).

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

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

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

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

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

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

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

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

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

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

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

As a result of this survey, NCTCOG maintains a voluntary directory of employees who are able to communicate in languages other than English and are willing to provide assistance to LEP individuals. If an employee encounters a LEP individual with whom it is difficult to communicate, they may be able to refer the individual to an employee who can better assist them in another language. At present, 14 languages are represented in this language assistance directory.

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

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

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

Additionally, 10 North Texas counties, Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise, are classified by the U.S. Environmental Protection Agency as moderate nonattainment for the 2008 8-hour ozone National Ambient Air Quality Standards (NAAQS). On April 30, 2018, EPA designated nine of these counties (excluding Rockwall) as marginal nonattainment for the 2015 8-hour ozone NAAQS. MPO transportation plans must show transportation conformity and comply with rules established by the Clean Air Act Amendments of 1990. Therefore, NCTCOG is also responsible for developing and implementing plans, policies, and programs to reduce transportation-related emissions that lead to ozone formation.

Based on the LEP Interaction Survey described in Factor 2, staff encounters most LEP individuals through the AirCheckTexas program. This state program offers financial assistance to individuals who meet income requirements and wish to make emissions-related repairs or replace older, high-polluting vehicles. It allows local residents to contribute to the regional air quality solution. The AirCheckTexas program team currently employs bilingual staff to assist

Spanish speakers that are LEP, and program applications are available in both Spanish and Vietnamese. Additionally, web content and other materials for public awareness campaigns are available in English and Spanish.

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

NCTCOG currently has available, if needed, bilingual staff who can assist with translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as American Sign Language. Since 2013, NCTCOG has received one request for translation at a public meeting and one request for a meeting transcript for a hearing impaired person.

To translate documents, NCTCOG currently utilizes both a translation service and department staff. The average cost for the outside translation service is \$0.12 per word. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department website, making information more readily accessible in more than 100 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos and others are also used, when possible, to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance is provided at no charge to LEP individuals.

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

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

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

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

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

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

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

All NCTCOG Transportation Department staff members employed as of February 2013 completed training on the requirements and techniques for providing meaningful access to services for LEP persons. Training materials and resources continue to be available for review by all staff — including new employees. In March 2018, a select group of staff (Environmental Justice Liaisons designated by each team in the department) received supplemental training in best practices for engaging LEP populations.

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

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

Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is accessible online and in a brochure made available at public meetings and outreach events. Title VI complaint forms are available in both English and Spanish.

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

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

### **Monitoring and Updating Plans and Strategies That Address How LEP Individuals Have Access to Information and Opportunities for Program Participation**

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

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

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

# 2018 Public Participation Plan

## Appendix C: Transportation Improvement Program Modification Policy – Policies and Procedures to Streamline Project Delivery (Updated March 2013)

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

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

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

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

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

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

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

#### **General Policy Provisions**

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

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

14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering complete project modification requests into the online TIP modification system on time. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

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

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

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

Examples include, but are not limited to:

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

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

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

### **Administrative Amendment Policy**

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

1. **Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP-MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.

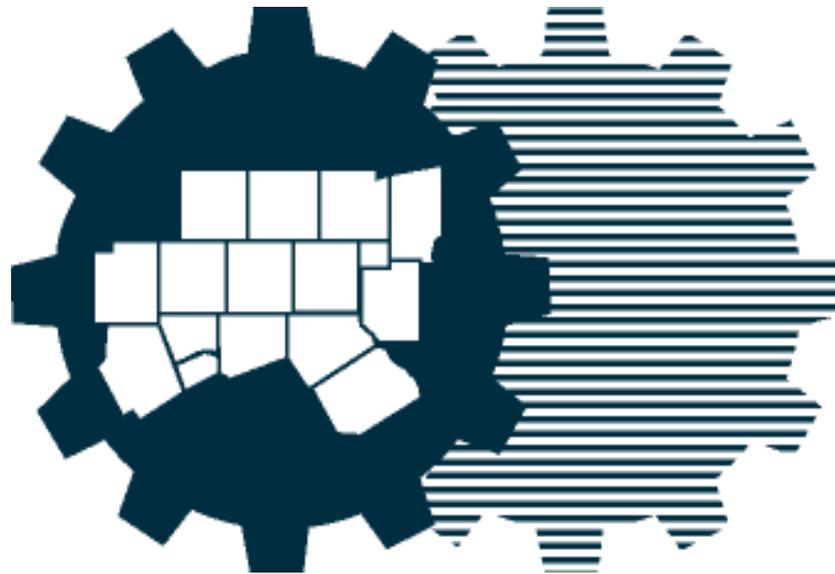
2. **Potentially Controversial Projects** - The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.
3. **Change in funding share due to adding funding from one program to another:** For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20% state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

### **Revision Policy**

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

1. **Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
2. **Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
3. **Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
4. **Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
5. **Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013



North Central Texas Council of Governments  
Transportation Department

Title VI Complaint Procedures



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## Introduction

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

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

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

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

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## **When to File**

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

## **Where to File**

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

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

Or hand delivered to:

616 Six Flags Drive  
Arlington, TX 76011

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

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

## **Required Elements of a Complaint**

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

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

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## Incomplete Complaints

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

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

## Records of Complaints

The Title VI Specialist will keep a record of all complaints received. The log will include such information as:

- Basic information about the complaint such as when it was filed, who filed it, and who it was against.
- A description of the alleged discriminatory action.
- Findings of the investigation.

## Complaint Process Overview

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

### 1. A complaint is received by NCTCOG:

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

### 2. Complaint is logged into tracking database:

Completed complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received, including name of complainant, contact information, name and organization of person(s) who allegedly discriminated, date of alleged discriminatory act(s), basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability), and description of the alleged discriminatory action. Once the investigation is complete, the findings of the investigation will be logged into the complaint tracking database.

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### **3. Determine jurisdiction:**

Within 10 calendar days of the receipt of the complaint, NCTCOG's Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets basic criteria.

Criteria required for a complete complaint:

- Basis of alleged discrimination (i.e., race, religion, color, national origin, sex, age or disability).
- Determination of timeliness will also be made to ensure that the complaint was filed within the 180 day time requirement.
- The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination is made in which the program or activity that the alleged discrimination occurred is not conducted by NCTCOG or an entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), every attempt will be made to establish the correct agency. Whenever possible, and assuming consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency.

NCTCOG's Title VI Specialist will confer with the Department Director on the determination of a complete complaint and on any deferrals to other agencies. Once the Title VI Specialist completes an initial review of the complaint and determines that the criteria for a complete complaint is met, NCTCOG will forward the complaint to the Texas Department of Transportation, Office of Civil Rights, Compliance Section.

### **4. Initial written notice to complainant:**

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

### **5. Investigation of complaint:**

The Title VI Specialist will confer with the Department Director to determine the most appropriate fact finding process to ensure that all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include but is not limited to:

- Internal meetings with NCTCOG staff and legal counsel.
- Consultation with state and federal agencies.
- Interviews of complainant(s).
- Review of documentation (i.e., planning, public involvement, and technical program activities).
- Interviews and review of documentation with other agencies involved.
- Review of technical analysis methods.
- Review of demographic data.

---

**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.

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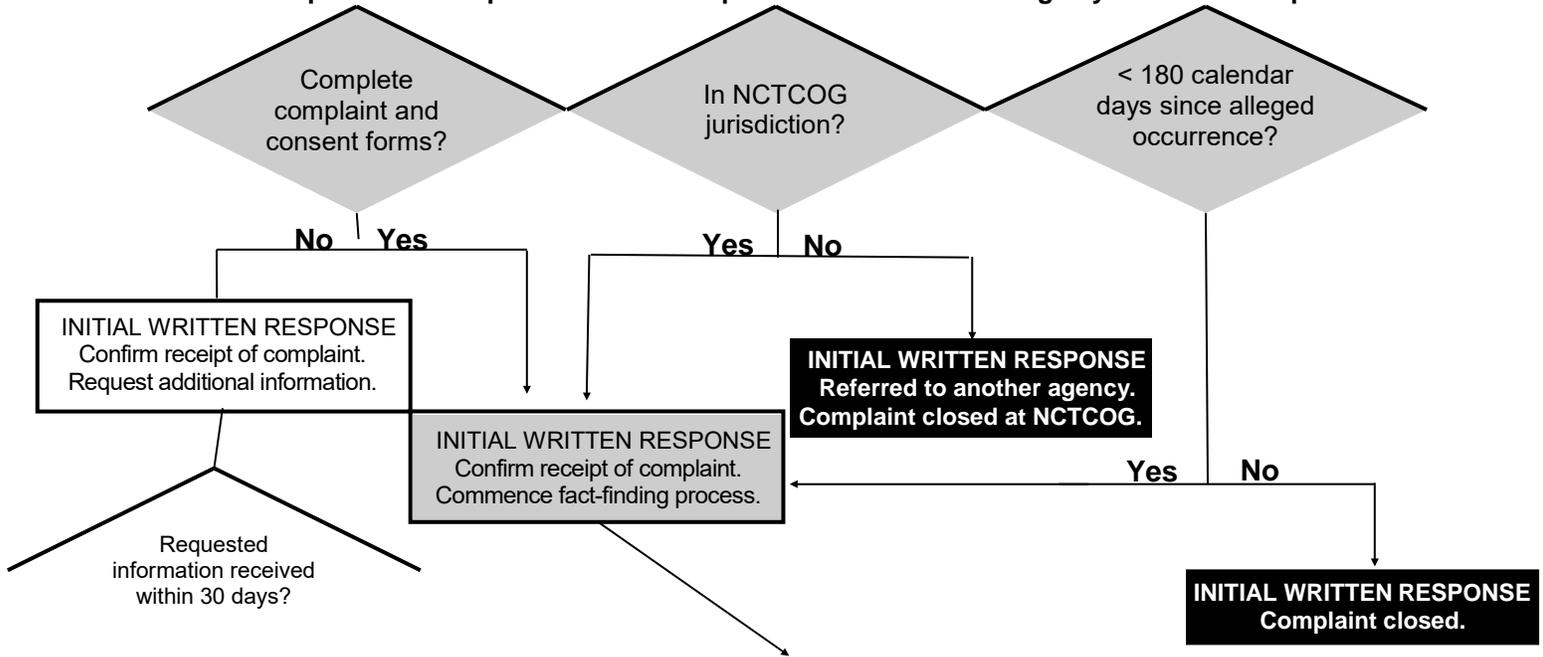
## RECEIPT OF COMPLAINT

A written discrimination complaint is received and entered into tracking database.

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## INITIAL REVIEW

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



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## INVESTIGATION / FACT FINDING

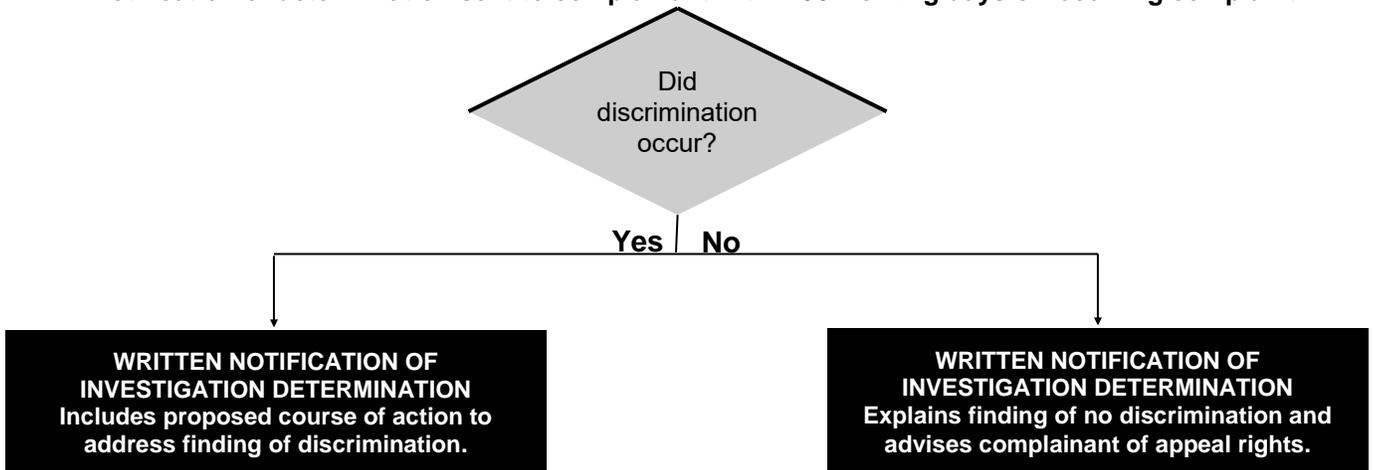
Completed within 60 working days of receiving complaint. Findings summarized and report submitted to head of Agency.

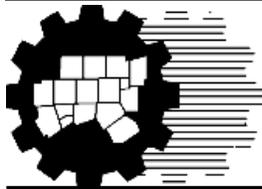
No  
Complaint may be closed.

---

## DETERMINATION OF INVESTIGATION

Notification of determination sent to complainant within 90 working days of receiving complaint.





## North Central Texas Council of Governments Discrimination Complaint Form

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

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

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

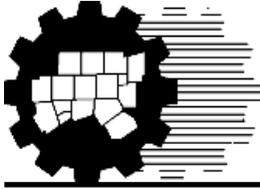
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar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

Submit the forms by mail to:

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

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

If you have any questions or need additional information, please call (817) 695-9240 or e-mail [titlevi@nctcoq.org](mailto:titlevi@nctcoq.org).



## North Central Texas Council of Governments Discrimination Complaint Form

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

### 1

\_\_\_\_\_  
 First Name MI Last Name

\_\_\_\_\_  
 Street Address City State Zip Code

\_\_\_\_\_  
 Telephone Number e-mail Address

### 2 Who do you believe discriminated against you?

\_\_\_\_\_  
 First Name MI Last Name

\_\_\_\_\_  
 Name of Business/Organization Position/Title

\_\_\_\_\_  
 Street Address City State Zip Code

\_\_\_\_\_  
 Person's Relationship to You

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

\_\_\_\_\_  
 Date(s):

Is the alleged discrimination ongoing?  Yes  No

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

\_\_\_\_\_  
 Name of Location

### 5 Indicate the basis of your grievance of discrimination.

Race:  Color:

National Origin:  Sex:

Age:  Disability:

Religion:

**6 Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.**

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

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

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

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

---

Please provide any additional information about the alleged discrimination.

---

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

First Name	MI	Last Name
------------	----	-----------

Name of Business	Position/Title	Telephone Number
------------------	----------------	------------------

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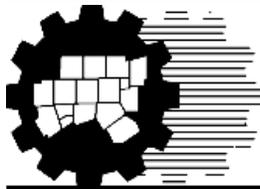
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**8** This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination Complaint Consent/Release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

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date



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

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

---

First Name \_\_\_\_\_ MI \_\_\_\_\_ Last Name \_\_\_\_\_

---

Street Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

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

**Please Check one:**

- I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.
- I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

---

Signature

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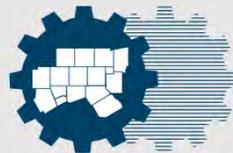
Date

# 2018 Public Participation Plan Update

**Surface Transportation Technical Committee**

**October 26, 2018**

**Kyle Roy**



**North Central Texas  
Council of Governments**

# Public Participation Plan

**Fulfills basic public involvement requirements established by federal law**

**Defines public involvement procedures and comment periods**

**Outlines communications and outreach strategies for informing the public**

**Describes measures for diversity and inclusiveness**

**Provides basis for evaluating outreach efforts**

**Last updated in February 2015**

# Legislative Basis

**Public participation requirements are outlined in laws and legislation regarding:**

Transportation funding

Civil rights

Environmental justice

Limited English proficiency

# Ways We Involve People

**Public meetings, online comment opportunities**

**Website, email and social media**

**Publications, newsletters**

**Community events**

**Speaking opportunities**

**Media relations**

**Advertising**



**@NCTCOGtrans**

# Proposed Revisions

- Revised stakeholder list to reflect new federal requirements**
- Increased weight given to local comments**
- Updated Language Assistance Plan with new demographics**
- Refined evaluation measures and reporting**
- More efficient public input opportunities**
- Increased emphasis on livestreaming**
- Outreach to and through community groups**

# Public Comment Policy and Update Summary

## **What's Staying the Same**

Length of comment periods

Meetings recorded and posted online

## **What's Changing**

No requirement for multiple public meetings

Meetings livestreamed whenever possible

Recommendations for UPWP modifications posted online without video summary

# Action Requested

**Approve the updates to the Public Participation Plan, which would take effect with RTC Action on Nov. 8**

# Schedule

<b>August 9, 2018</b>	<b>RTC Information</b>
<b>August 24, 2018</b>	<b>STTC Information</b>
<b>September 10, 11, 19, 2018</b>	<b>Public meetings</b>
<b>September 10, 2018</b>	<b>Public comment period begins</b>
<b>October 11, 2018</b>	<b>RTC Information</b>
<b>October 24, 2018</b>	<b>Public comment period ends</b>
<b>October 26, 2018</b>	<b>STTC Action</b>
<b>November 8, 2018</b>	<b>RTC Action</b>

# Contacts

**Amanda Wilson, AICP**

Program Manager

awilson@nctcog.org • 817-695-9284

**Kyle Roy**

Communications Specialist

kroy@nctcog.org • 817-704-5610

[www.nctcog.org/trans/involve](http://www.nctcog.org/trans/involve)



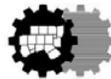
@NCTCOGtrans

# Performance Measures Target Setting

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**Surface Transportation Technical  
Committee**

October 26, 2018



# Federal Measures Target Status

Complete	Rulemaking	Number of Measures	MPO Target Setting Deadline	Reporting Period	Reporting Schedule
✓	Transit Asset Management	4	12/27/2017	Annually	Annually
✓	Safety Performance	5	2/27/2018	Annually	Annually
	Pavement and Bridge	6	11/15/2018	Four-Year Performance Periods	Biennially
	System Performance	6	11/15/2018	Four-Year Performance Periods	Biennially



# Federal Performance Measures To Be Set by RTC in November

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## **Pavement and Bridge**

**Interstate Pavement – Good**

**Interstate Pavement – Poor**

**Non-Interstate Pavement – Good**

**Non-Interstate Pavement – Poor**

**Bridge Condition – Good**

**Bridge Condition – Poor**

## **System Performance**

**Interstate Reliability**

**Non-Interstate NHS Reliability**

**Truck Travel Time Reliability Index**

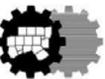
**Peak Hour Excessive Delay**

**Percent Non-SOV Mode Share**

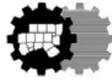
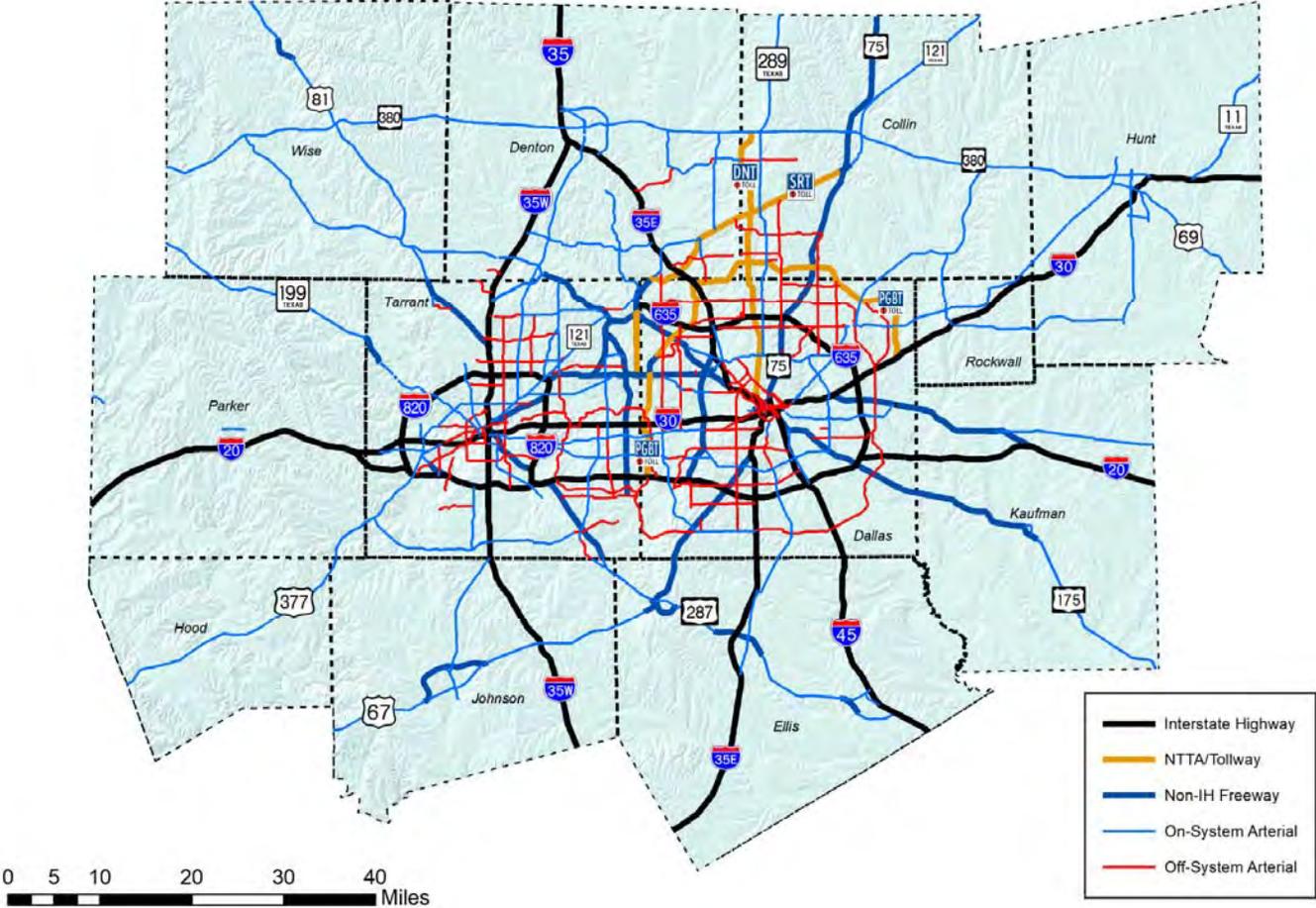
**On-Road Mobile Source Emissions Reduction**

**Nitrogen Oxide (NO<sub>x</sub>)**

**Volatile Organic Compound (VOC)**



# National Highway System Within MPA



# Proposed RTC Position on Pavement Condition Targets

## Good Condition

NCTCOG Supports TxDOT Statewide 2022 “Good Pavement Condition” Targets for National Highway System Facilities

## Poor Condition

NCTCOG Supports TxDOT Statewide 2022 “Poor Pavement Condition” Targets for National Highway System Facilities

Collaboration with TxDOT to Plan and Program Projects Contributing Toward Accomplishment of Pavement Goals will also Include the Following Action: NCTCOG will Work with Local Governments to Focus on Improvement of National Highway System Off-System Arterials in Poor Condition



# Roadway Pavement Condition Targets

Roadway Categories	Total Network	2018 Baseline	2022 Target
<b>STATE of TEXAS</b>			
<b>Good Pavement Condition</b>			
Interstate National Highway System (% NHS lane miles)	19.19%	66.80%	66.40%
Non-Interstate National Highway System (% NHS lane miles)	80.81%	54.40%	52.30%
<b>Poor Pavement Condition</b>			
Interstate National Highway System (% NHS lane miles)	19.19%	0.30%	0.30%
Non-Interstate National Highway System (% NHS lane miles)	80.81%	13.80%	14.30%
<b>North Central Texas Region</b>			
Interstates (on-system) <sup>1</sup>	25.90% <sup>2</sup>	5.81% <sup>3</sup>	7.99% <sup>3</sup>
Non-Interstate Freeway (on-system) <sup>1</sup>	13.40% <sup>2</sup>	6.76% <sup>3</sup>	8.93% <sup>3</sup>
Toll Roads (off-system)	6.70% <sup>2</sup>	8.43% <sup>3</sup>	9.32% <sup>3</sup>
Arterials (on-system) <sup>1</sup>	30.30% <sup>2</sup>	18.52% <sup>3</sup>	18.39% <sup>3</sup>
Arterials (off-system)	23.80% <sup>2</sup>	73.66% <sup>3</sup>	69.82% <sup>3</sup>

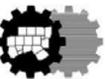
<sup>1</sup> On-system refers to the TxDOT System

<sup>2</sup> Mobility 2045 Plan – 2018 Baseline Network Lane-Miles

<sup>3</sup> Based on 5-year moving average



Proposed Regional Targets



# Proposed RTC Bridge Condition Targets

Support TxDOT Statewide 2022 “Good/Poor Condition” Targets for National Highway System Bridges

Collaborate with TxDOT to Plan and Program Projects Contributing Toward Accomplishment of Bridge Goals and Include the Following Action: NCTCOG will Focus on Expedited Programming to Improve National Highway System Bridges in Poor Condition

State of Texas		
Bridges*	2018 Baseline	2022 Target
<b>Good Bridge Condition</b>		
All National Highway System Facilities (% bridge deck)	50.63%	50.42%
<b>Poor Bridge Condition</b>		
All National Highway System Facilities (% bridge deck)	0.88%	0.80%

\*Based on total deck area



Proposed Regional Targets



# Proposed RTC System Performance Targets

Performance Measure		Historical Trend	Baseline (2016/2017)	2020 Target	2022 Target	Target Strategy
Interstate Reliability (% Person Miles Travelled)		Improving	77.3%	78.6%	79.5%	Targets Set to Improve Over Trend
Non-Interstate NHS Reliability (% Person Miles Travelled)		Worsening	71.1%	N/A	71.1%	
Truck Travel Time Reliability Index		Improving	1.74	1.71	1.66	
Peak Hour Excessive Delay (Hours per Capita) *		Worsening	15.5	N/A	16.0	
Percent Non-SOV Mode Share (% Commuter Trips) *		Improving	19.5%	19.9%	20.2%	
On-Road Mobile Source Emissions Reductions (Cumulative)	NOx (kg/day)	Improving	2,410.80	2,892.96	5,062.68	
	VOC (kg/day)	Improving	499.72	599.67	1,079.40	

\*Regional Transportation Council and TxDOT Must Agree on a Single Regional Target

 Proposed Regional Targets



# Proposed Regional Transportation Council Action

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Agree to Support TxDOT Statewide Targets as Shown for  
National Highway System Pavement and Bridge Conditions  
with Focus on:

The Improvement of Regional National Highway System Off-System Arterial  
Pavements

National Highway System Bridges in Poor Condition

Adopt Regional Targets as Shown for:

Interstate Reliability

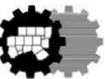
Non-Interstate Reliability

Truck Travel Time Reliability Index

Peak Hour Excessive Delay

Percent Non-SOV Mode Share

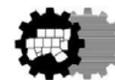
Emissions Reductions



# Schedule

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July 27	STTC Information Item – Performance Measures and Targets
August 9	RTC Information Item – Performance Measures and Targets
August 24	STTC Workshop – Performance Measures and Targets
September 13	RTC Information Item
September 28	STTC Information Item – Draft Targets
October 8, 15, 18	Public Meetings
October 11	RTC Information Item – Draft Targets
<b>October 26</b>	<b>STTC Action Item - Recommend Approval of Final Targets</b>
November 8	RTC Action Item – Approval of Final Targets
November 15	Target Adoption Deadline



# Questions

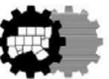
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**Dan Lamers**

Senior Program Manager

[dlamers@nctcog.org](mailto:dlamers@nctcog.org)

(817) 695-9263

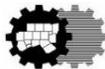


# METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY UPDATE

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Surface Transportation Technical Committee

October 26, 2018



North Central Texas  
Council of Governments  
Transportation Department

# Background

- The Metropolitan Planning Organization (MPO) Milestone Policy was adopted by the Regional Transportation Council (RTC) in June 2015.
- Staff identified projects that were funded 10 or more years prior to the policy being approved and had not gone to construction.
- New estimated start dates for projects to go to construction by were established by each implementing agency.
- In April 2016, the RTC approved a policy to give agencies one additional fiscal year from their proposed construction start date to advance projects (i.e., A project with an estimated start date of June 2017 (FY 2017) would have until the end of FY 2018 to start construction).
- The policy stipulates that if a project does not go to construction by the established deadline, the project's funding will be removed.

# Project Monitoring Efforts

- Projects included on the 2016 Milestone List have been monitored to ensure timely implementation has occurred.
  - Reminder letters were sent to all agencies with a project on the list in December 2016
  - Staff highlighted the projects and their deadlines during 2019-2022 Transportation Improvement Program (TIP) Development process
  - Letters have been sent to agencies with projects that are being proposed for cancellation notifying them of the plan of action

# Outcomes to Date

- Of the 57 projects on the initial list:
  - 4 projects were canceled initially based on input from the implementing agencies
  - 2 projects were canceled as a result of being on the Federal Highway Administration (FHWA) 10-Year Preliminary Engineering Audit list
  - 1 project was canceled and the funding moved to another project
  - 36 projects have let for construction on time or have been completed
  - 5 projects did not meet their deadline and are slated for cancellation based on the policy
  - 9 projects remain and must let before the end of FY 2019 (September 30, 2019)

# Projects Proposed for Cancellation

Agency	Facility/Limits	Scope	Funding to be Removed
Dallas County	Camp Wisdom Road from Carrier Parkway to FM 1382	Widen 2 to 4 lane divided	\$7,200,000
TxDOT Dallas	Northwest Highway (Spur 244) at Jupiter	Traffic signal and pedestrian improvements	\$359,331
TxDOT Dallas	Northwest Highway (Spur 244) at Plano Road	Traffic signal and pedestrian improvements	\$522,500
TxDOT Dallas	SH 78 from IH 635 to Forest Lane	Traffic signals and intersection improvements	\$3,400,000
City of Denton	McKinney Street (Old FM 426) from 1.4 miles west of SL 288 to 1.1 miles east of SL 288	Widen 2 lane roadway to 4 lane divided urban	\$17,867,303
<b>TOTAL:</b>			<b>\$29,349,134</b>

# Action Requested

- Recommend RTC approval of removing funding from projects that did not meet the deadline
- Direct staff to continue monitoring projects that must let by the end of FY 2019
- Direct staff to amend the TIP to incorporate the project cancellations
- Direct staff to initiate a new round of 10-Year Milestone projects in 2019

# Questions?

Christie J. Gotti  
Senior Program Manager  
Ph: (817) 608-2338  
[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

Brian Dell  
Senior Transportation Planner  
Ph: (817) 704-5694  
[bdell@nctcog.org](mailto:bdell@nctcog.org)

SUMMARY OF 10-YEAR MILESTONE POLICY IMPLEMENTATION  
2018 UPDATE

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	2016 COMMENTS	2016 RECOMMENDATION	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED	2018 PROJECT STATUS/RECOMMENDATION
<b>PROJECTS PROPOSED FOR CANCELLATION AS PART OF APRIL 2016 ACTION</b>									
1992 CALL FOR PROJECTS	2785	DART	DALLAS	LEMMON AVENUE FROM BLUFFVIEW TO AIRDROME	WIDEN FROM 6 TO 8 LANES DIVIDED URBAN FROM BLUFFVIEW TO UNIVERSITY; RECONSTRUCT FROM 6 TO 6 LANES FROM UNIVERSITY TO AIRDROME	PART OF A DEFEDERALIZATION PROCESS WITH DALLAS, DART, & TXDOT; DART AND CITY OF DALLAS RECOMMEND CANCELLATION	CANCEL PROJECT THROUGH THE 2017-2020 TIP DEVELOPMENT EFFORT	N/A	PROJECT CANCELED THROUGH 2017-2020 TIP DEVELOPMENT
1992 CALL FOR PROJECTS	2795	DART	DALLAS	HARRY HINES BLVD AT MOCKINGBIRD LANE	INTERSECTION IMPROVEMENTS; INCREASE EB LEFT TURN STORAGE AND NB RAMP IMPROVEMENT	PART OF A DEFEDERALIZATION PROCESS WITH DALLAS, DART, & TXDOT; DART AND CITY OF DALLAS RECOMMEND CANCELLATION	CANCEL PROJECT THROUGH THE 2017-2020 TIP DEVELOPMENT EFFORT	N/A	PROJECT CANCELED THROUGH 2017-2020 TIP DEVELOPMENT
2001 PARK IN RIDE CALL FOR PROJECTS	11189.5	NORTH RICHLAND HILLS	NORTH RICHLAND HILLS	IH 820 AT SH 26 INTERCHANGE	CONSTRUCT 100 SPACE PARK AND RIDE FACILITY IN TXDOT ROW BENEATH FM 1938 RAMPS AT NE MALL INTERCHANGE		CANCEL PROJECT THROUGH THE 2017-2020 TIP DEVELOPMENT EFFORT	N/A	PROJECT CANCELED THROUGH 2017-2020 TIP DEVELOPMENT
2005-2006 PARTNERSHIP PROGRAM 3	11749	FRISCO	FRISCO	MAIN ST WEST OF DNT	ADD 2 EASTBOUND DEDICATED LEFT TURN LANES ON MAIN STREET WEST OF THE DALLAS NORTH TOLLWAY	CITY REQUESTS CANCELLATION OF PROJECT AND NOTES THAT THIS WORK WILL BE COMPLETED WITH LOCAL PROJECTS	CANCEL PROJECT THROUGH THE 2017-2020 TIP DEVELOPMENT EFFORT	N/A	PROJECT CANCELED THROUGH 2017-2020 TIP DEVELOPMENT
<b>PROJECTS UNDER CONSTRUCTION OR RECENTLY LET AT THE TIME OF APRIL 2016 ACTION</b>									
1999 CALL FOR PROJECTS	11018.2	DALLAS	DALLAS	KATY TRAIL FROM ELLSWORTH AVE TO WORCOLA STREET IN CITY OF DALLAS	CONSTRUCT ELEVATED PEDESTRIAN BRIDGE ON KATY TRAIL - PHASE 6		PROJECT UNDER CONSTRUCTION; CONFIRM FUNDING	N/A	PROJECT LET NOVEMBER 2015
1999 CALL FOR PROJECTS	11153.2	TXDOT FORT WORTH	COLLEYVILLE	SH 26 FROM HALL-JOHNSON ROAD TO BROWN TRAIL	RECONSTRUCT 4 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED WITH INTERSECTION IMPROVEMENTS AND BICYCLE/PEDESTRIAN AMENITIES (6 LANES ULTIMATE)		CONFIRM FUNDING AS PROJECT LET IN FEBRUARY 2016	N/A	PROJECT LET FEBRUARY 2016
1999 CALL FOR PROJECTS	11153.3	TXDOT FORT WORTH	COLLEYVILLE	SH 26 FROM JOHN MCCAIN TO HALL-JOHNSON ROAD	RECONSTRUCT 4 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED WITH INTERSECTION IMPROVEMENTS AND BICYCLE/PEDESTRIAN AMENITIES (6 LANES ULTIMATE)		CONFIRM FUNDING AS PROJECT LET IN FEBRUARY 2016	N/A	PROJECT LET FEBRUARY 2016
1999 CALL FOR PROJECTS	11197	NORTH RICHLAND HILLS	NORTH RICHLAND HILLS	RUFE SNOW DRIVE FROM MID-CITIES BLVD TO 0.02 MILE SOUTH OF RIDGETOP ROAD	WIDEN FROM 4 LANES TO 6 LANES WITH A CONTINUOUS CENTER LEFT-TURN LANE AND ADDITIONAL TURN LANES AT MAJOR INTERSECTIONS (MID-CITIES, HIGHTOWER, AND CHAPMAN)	PROJECT LET IN MARCH 2016	CONFIRM FUNDING AS PROJECT LET IN MARCH 2016	N/A	PROJECT LET MARCH 2016
1999 TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11252.2	TXDOT FORT WORTH	FORT WORTH	EAST ROSEDALE STREET FROM WEST OF MILLER TO STALCUP WEST OF IH 820	RECONSTRUCT FOUR LANES TO FOUR LANES DIVIDED WITH A RAISED MEDIAN (PHASE 2)	PROJECT LET IN JANUARY 2016	CONFIRM FUNDING AS PROJECT IS UNDER CONSTRUCTION	N/A	PROJECT LET JANUARY 2016
2002 STRATEGIC PROGRAMMING INITIATIVE	11450	LANCASTER	LANCASTER	DANIELDALE RD FROM IH 35E TO HOUSTON SCHOOL RD	RECON. 2 LN UNDIV TO 2 LN UNDIV URBAN FROM IH 35E NB FR RD TO LONGHORN TRL & RECON. 2 LN UNDIV TO 3 LN UNDIV WITH CONTIN. CNTR TURN LN W/TRANSITION LNS, SIGNALS, & ADD COMBO LNS FOR LT & RT TURN LNS FROM LONGHORN TRL TO HOUSTON SCHOOL RD		CONFIRM FUNDING AS PROJECT BID IN AUGUST 2015	N/A	PROJECT LET AUGUST 2015
2005 PARTNERSHIP PROGRAM 2	11547	FWTA	FORT WORTH/HURST	TRE CROSSING AT PRECINCT LINE	UPGRADE CROSSING BY PROVIDING NEW CROSSING PANELS, NEW AND LONGER CROSSING ARMS, NEW RAILROAD SIGNALS, AND A NON-MOUNTABLE CURB MEDIAN	PROJECT COMPLETE AS OF SEPTEMBER 2015	PROJECT COMPLETE; NO ACTION NEEDED	N/A	PROJECT COMPLETED

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2005-2006 PARTNERSHIP PROGRAM 3	11754.1	TXDOT FORT WORTH	HUDSON OAKS	ON LAKESHORE DRIVE AT US 180/IH 20	IMPROVEMENTS AT LAKESHORE DRIVE, US 180, AND IH 20 FRONTAGE ROADS. CONSTRUCT TURNAROUND BRIDGE, AND WIDEN EXISTING LAKESHORE DRIVE BRIDGE TO ACCOMMODATE TURN LANES		CONFIRM FUNDING AS PROJECT HAS LET	N/A	PROJECT LET JULY 2015
2005-2006 PARTNERSHIP PROGRAM 3	11808.1	DALLAS	DALLAS	CITYWIDE SIGNAL RETIMING AND INSTALL ADVANCED VEHICULAR DETECTION EQUIPMENT	TRAFFIC SIGNAL IMPROVEMENT (ON SYSTEM & OFF SYSTEM)	CONSTRUCTION BEGAN IN DECEMBER 2015, TO BE COMPLETED IN DECEMBER 2016	PROJECT UNDER CONSTRUCTION; CONFIRM FUNDING	N/A	PROJECT LET MAY 2016
2005-2006 PARTNERSHIP PROGRAM 3	11847	RICHARDSON	RICHARDSON	SIDEWALKS TO DART RAIL STATIONS - W/IN 1/2 MILE RADIUS OF DART SPRING VALLEY STATION, ARAPAHO STATION, & GALATYN PARK STATION	CONSTRUCT 6/7 FOOT SIDEWALKS ALONG ARTERIAL AND COLLECTOR STREETS (15.5 MI)		CONFIRM FUNDING AS PROJECT LET IN DECEMBER 2015	N/A	PROJECT LET AUGUST 2016; DELAY DUE TO THE NEED TO RE-BID THE PROJECT AFTER NO ACCEPTABLE BIDS WERE RECEIVED INITIALLY
2005-2006 PARTNERSHIP PROGRAM 3	11850	PLANO	PLANO	15TH STREET FROM AVENUE G TO CHISHOLM TRAIL AT 15TH STREET	ENHANCE PEDESTRIAN CROSSING, RECONSTRUCT EXISTING PAVEMENT, IMPROVE BUS STOP LOCATIONS, OPTIMIZE TRAFFIC SIGNALS, MODIFY SIDEWALKS AND DRIVEWAY APRONS, BIKE TRAIL, PROVIDE WAY FINDING SIGNAGE, AND LANDSCAPING	PROJECT LET IN SEPTEMBER 2014	CONFIRM FUNDING AS PROJECT IS UNDER CONSTRUCTION	N/A	PROJECT LET SEPTEMBER 2014
<b>PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2016</b>									
1999 CALL FOR PROJECTS	11065	GARLAND	GARLAND	WINTERS PARK/SPRING CREEK GREENBELT TRAIL FROM BRAND ROAD TO RANGER DRIVE	CONSTRUCT NEW 12' WIDE CONCRETE TRAIL AS PART OF VELOWEB; TWO MILES		CONFIRM FUNDING IN FY 2016	2017	PROJECT LET JUNE 2017
2005-2006 PARTNERSHIP PROGRAM 3	11144	ARLINGTON	ARLINGTON	BIKEWAYS CITYWIDE	DEVELOP BIKE LANES AND BIKE ROUTES WITHIN CITY LIMITS		CONFIRM FUNDING AS PROJECT WILL LET IN FY 2016	2017	PROJECT LET MARCH 2016
2002 STRATEGIC PROGRAMMING INITIATIVE	11419	NORTH RICHLAND HILLS	NORTH RICHLAND HILLS	FM 1938 (DAVIS BLVD) AT MID-CITIES BLVD	ADD RIGHT AND LEFT TURN LANES ON ALL APPROACHES AND SIGNALIZATION IMPROVEMENTS		CONFIRM FUNDING IN FY 2016	2017	PROJECT LET AUGUST 2017
2005 PARTNERSHIP PROGRAM 2	11505	FWTA	IRVING	DFW INTERNATIONAL AIRPORT LIGHT RAIL TRANSIT CONNECTION; SEAMLESS AVIATION CONNECTION	DFW INTERNATIONAL AIRPORT LIGHT RAIL TRANSIT CONNECTION; SEAMLESS AVIATION CONNECTION	LPAFA EXECUTED	CONFIRM FUNDING IN FY 2016	2017	PROJECT LET SEPTEMBER 2016
2005 PARTNERSHIP PROGRAM 2	11515	FWTA	GRAPEVINE	SEAMLESS AVIATION CONNECTIONS; DFW INTERNATIONAL AIRPORT TO COTTONBELT RAILWAY	CONSTRUCT NEW RAIL CONNECTION; DFW INTERNATIONAL AIRPORT INTERMODAL CONNECTION TO COTTONBELT	LPAFA EXECUTED	CONFIRM FUNDING IN FY 2016	2017	PROJECT LET SEPTEMBER 2016
2005 PARTNERSHIP PROGRAM 2	11584	DART	IRVING	TRE DOUBLE TRACKING AT VALLEY VIEW (TAR/DAL CL) AND WEST IRVING	CONSTRUCT SECOND TRACK FROM DALLAS/TARRANT COUNTY LINE (AT VALLEY VIEW LN) TO WEST IRVING STATION	FUNDS PREVIOUSLY TRANSFERRED TO DART, CONSTRUCTION SHOULD BE COMPLETED IN FY 2017	DELAY TO FY 2016; DART ANTICIPATES LETTING THE PROJECT IN FY 2016	2017	PROJECT LET SEPTEMBER 2017
2005-2006 PARTNERSHIP PROGRAM 3	11585	TXDOT DALLAS	CARROLLTON	BROADWAY/MAIN FROM BELTLINE/BROADWAY TO BROADWAY NORTH OF CROSBY	CONSTRUCT PEDESTRIAN CONNECTION BETWEEN DART RAIL STATION AND DOWNTOWN CARROLLTON	TO BE CHANGE ORDERED INTO IH 35E PROJECT; NO LOCAL MATCH, TDCS BEING USED	CONFIRM FUNDING IN FY 2016	2017	PROJECT LET SEPTEMBER 2017

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2005-2006 PARTNERSHIP PROGRAM 3	11745	DALLAS COUNTY	COCKRELL HILL/ DALLAS	COCKRELL HILL RD FROM NORTH OF MOLER STREET TO DAVIS STREET	RECONSTRUCT ROADWAY; RECONFIGURATION OF INTERSECTION WITH JEFFERSON BLVD INCLUDING APPROACHES	PROJECT DELAYED FROM FY 2015 TO FY 2016; CONSTRUCTION SLATED TO BEGIN IN MAY 2016	IF CURRENT SCHEDULE IS MAINTAINED, RETAIN FUNDING ON PROJECT IN FY 2016	2017	PROJECT LET SEPTEMBER 2017
2005-2006 PARTNERSHIP PROGRAM 3	11746	DALLAS	DALLAS	CITY OF DALLAS SAFETY PROGRAM	ASSESSMENT AND IMPLEMENTATION OF DALLAS SAFETY PROGRAM TO IMPROVE SAFETY AT INTERSECTIONS	LPAFA EXECUTED; SCOPE CHANGE TO INCLUDE SIGNAL TIMING IMPROVEMENTS AND INSTALLATION OF ADVANCED VEHICLE DETECTION EQUIPMENT; PROJECT LET JANUARY 2016	CHANGE SCOPE TO SIGNAL AND INTERSECTION IMPROVEMENTS; RECONFIRM FUNDING IN FY 2016	2017	PROJECT LET NOVEMBER 2015
<b>PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2017</b>									
1992 CALL FOR PROJECTS	535	TXDOT DALLAS	DALLAS	NORTHWEST HIGHWAY (SPUR 244) AT JUPITER	DUAL LEFT TURN LANES ON ALL APPROACHES	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; MAY DECREASE FUNDING TO MATCH THE REDUCED SCOPE; CONFIRM FUNDING IN FY 2017	2018	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2018; ESTIMATED LET DATE OF MARCH 2019
1992 CALL FOR PROJECTS	537	TXDOT DALLAS	DALLAS	NORTHWEST HIGHWAY (SPUR 244) AT PLANO RD	ADD TURN LANES AND TRAFFIC SIGNAL IMPROVEMENT	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; CONFIRM FUNDING AND MOVE TO FY 2017	2018	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2018; ESTIMATED LET DATE OF MARCH 2019
1992 CALL FOR PROJECTS	633	DALLAS	DALLAS	HATCHER ST FROM SPRING AVE TO NORTH OF HASKELL AVE/MILITARY PKWY	RECONSTRUCT EXISTING ROADWAY FROM 4 LANE UNDIVIDED TO 4 LANE DIVIDED WITH INTERSECTION IMPROVEMENTS AT HASKELL		CONFIRM FUNDING IN FY 2017	2018	FUNDS OBLIGATED AUGUST 2018
1992 CALL FOR PROJECTS	2310.1	DALLAS COUNTY	DALLAS	DENTON DRIVE FROM SOUTH OF WALNUT HILL LANE TO NORTH OF ROYAL LN	RECONSTRUCT DENTON DR FROM 2 LN UNDIVIDED RURAL INTO 3 LN URBAN TRANSIT ORIENTED ROADWAY WITH CENTER TURN LN, BIKE LN, SIDEWALKS, AND SIDEWALK CONNECTION TO HARRY HINES BLVD ALONG BOTH WALNUT HILL LN AND ROYAL LN CONNECTING DART LRT STATION	RTR FUNDS USED FOR ENGINEERING; CONSTRUCTION IS FUNDED WITH LOCAL FUNDS; CITY OF DALLAS IS IN SUPPORT OF THE PROJECT	CONFIRM FUNDING AND MOVE TO FY 2017	2018	PROJECT LET JANUARY 2018
1992 CALL FOR PROJECTS	2810	TXDOT DALLAS	GARLAND	SH 78 FROM IH 635 TO FOREST LANE	TRAFFIC SIGNALS AND INTERSECTION IMPROVEMENT	PROJECT ON SCHEDULE FOR AN AUGUST 2017 LETTING	CONFIRM FUNDING IN FY 2017	2018	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2018; ESTIMATED LET DATE OF MARCH 2019
1999 CALL FOR PROJECTS	11110	PLANO	PLANO	ON SPRING CREEK PARKWAY AT COIT ROAD	EXPAND INTERSECTION TO ADD RIGHT AND LEFT TURN LANES		CONFIRM FUNDING FOR PROJECT IN FY 2017	2018	PROJECT LET FEBRUARY 2018
1999 TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11217.2 11217	DENTON TXDOT DALLAS	DENTON	FM 426 FROM 1.4 MILES WEST OF LOOP 288 TO 1.1 MILES EAST OF LOOP 288	WIDEN FROM 2 TO 4 LANES DIVIDED URBAN	WORKING WITH TXDOT TO TAKE OFF-SYSTEM, MAKING CITY OF DENTON THE PROJECT SPONSOR	IMPLEMENTING AGENCY CHANGED TO DENTON AND STP-MM FUNDS WERE REMOVED AND REPLACED WITH RTR FUNDS AS PART OF THE OCTOBER 2015 RTC ACTION ON PROPOSITION 1 PROJECTS; MOVE TO FY 2017	2018	REMOVE UNEXPENDED FUNDS; SIDEWALKS LET FOR CONSTRUCTION, BUT MAJORITY OF PROJECT AND FUNDING IS STILL NOT READY TO LET; ESTIMATED LET DATE OF JULY- NOVEMBER 2019
2004 RAILROAD RELIABILITY CROSSING PARTNERSHIP PROGRAM	11263.7	FORT WORTH	FORT WORTH	PEACH STREET AREA FROM PEACH STREET TO LIVE OAK CONNECTOR	CONSTRUCT THE LIVE OAK CONNECTOR; CLOSE PEACH STREET AND EAST 1ST STREET AT UP CROSSING; AND INSTALL FENCES TO RESTRICT PEDESTRIAN ACCESS ACROSS THE RR TRACKS	LPAFA EXECUTED	CONFIRM FUNDING IN FY 2017	2018	PROJECT LET AUGUST 2018

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2004-2005 SUSTAINABLE DEVELOPMENT CALL FOR PROJECTS	11318.1	PLANO	PLANO	PLANO TRANSIT VILLAGE; FROM 12TH TO SH 190/BUSH TURNPIKE	VELOWEB CONTINUOUS BICYCLE AND PEDESTRIAN PATH	ENVIRONMENTALLY CLEARED; DESIGN IN PROGRESS	CONFIRM FUNDING AND MOVE TO FY 2017	2018	PROJECT LET OCTOBER 2017
2002 STRATEGIC PROGRAMMING INITIATIVE	11428.1	CARROLLTON	CARROLLTON	VARIOUS LOCATIONS IN CITY OF CARROLLTON - OFF-SYSTEM	CITYWIDE SIGNAL SYSTEM UPGRADE TO SIGNAL CONTROLLERS	PROJECT PREVIOUSLY DELAYED FROM FY 2015 TO FY 2017; LPAFA EXECUTED NOVEMBER 2015	CONFIRM FUNDING FY 2017	2018	PROJECT LET SEPTEMBER 2018
2002 STRATEGIC PROGRAMMING INITIATIVE	11428.2	CARROLLTON	CARROLLTON	VARIOUS LOCATIONS IN CITY OF CARROLLTON ON-SYSTEM	CITYWIDE SIGNAL SYSTEM UPGRADE TO SIGNAL CONTROLLERS	PROJECT PREVIOUSLY DELAYED FROM FY 2015 TO FY 2016; LPAFA EXECUTED NOVEMBER 2015	CONFIRM FUNDING AND MOVE TO FY 2017	2018	PROJECT LET SEPTEMBER 2018
2002 STRATEGIC PROGRAMMING INITIATIVE	11461	PLANO	PLANO	SH 289 AT INTERSECTION OF PLANO PARKWAY	INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED	SCHEMATICS UNDER REVIEW BY TXDOT	CONFIRM FUNDING IN FY 2017	2018	PROJECT LET DECEMBER 2017
2004 PARTNERSHIP PROGRAM 1	11536	DALLAS COUNTY	GRAND PRAIRIE	CAMP WISDOM ROAD FROM CARRIER PARKWAY TO FM 1382	WIDEN 2 TO 4 LANE DIVIDED; CONNECTION WITH SOUTHERN EXTENSION OF BARDIN ROAD		CONFIRM FUNDING IN FY 2017	2018	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2018; ESTIMATED LET DATE OF SPRING 2019
2005-2006 PARTNERSHIP PROGRAM 3	11580	TXDOT DALLAS	CARROLLTON	BICYCLE CONNECTION LINK FOR CARROLLTON TRANSIT DISTRICT	2 BICYCLE TRAIL LINKS EXTENDING NORTHEAST FROM DOWNTOWN CARROLLTON DART STATION; ONE TRAIL PARALLELS HUTTON BRANCH CREEK/BNSF RAIL LINE AND THE OTHER IS PARALLEL TO THE COTTONBELT RAIL LINE		CONFIRM FUNDING AND MOVE TO FY 2017	2018	PROJECT LET NOVEMBER 2017
2005-2006 PARTNERSHIP PROGRAM 3	11727	DALLAS COUNTY	DALLAS	MEDICAL DISTRICT DR FROM IH 35E TO HARRY HINES BLVD	RECONSTRUCT AND WIDEN FROM 4-LANE TO 6-LANE DIVIDED		CONFIRM FUNDING AND MOVE TO FY 2017	2018	PROJECT LET MARCH 2018
2005-2006 PARTNERSHIP PROGRAM 3	11763	TXDOT FORT WORTH	FORT WORTH	CHAPEL CREEK BLVD AT IH 30	CONSTRUCT NEW 6 LANE BRIDGE WITH 4 THRU LANES AND 2 LEFT TURN LANES TO REPLACE EXISTING 2 LANE BRIDGE		CONFIRM FUNDING IN FY 2017; INCREASE FUNDS PER THE PROPOSED MAY 2016 MODIFICATION DUE TO ADDED TURN LANE AND COST INCREASES	2018	PROJECT LET NOVEMBER 2016
2005-2006 PARTNERSHIP PROGRAM 3	11775	FRISCO	FRISCO	FRISCO/NTTA FIBER OPTIC CONNECTION FRISCO TMC TO NTTA- DNT	DESIGN & INSTALLATION OF FIBER OPTIC CONNECTION W/THE REGION FIBER CONNECTION FROM FRISCO TMC TO DNT	ITS ARCHITECTURE STATEMENT NEEDED; LPAFA UNDERWAY	CONFIRM FUNDING AND ADVANCE PROJECT TO FY 2017; CITY MUST SUBMIT AN ITS ARCHITECTURE STATEMENT PRIOR TO LETTING	2018	FUNDING HAS OBLIGATED; ITS ARCHITECTURE STATEMENT HAS BEEN SUBMITTED
2005-2006 PARTNERSHIP PROGRAM 3	11785	FORT WORTH	FORT WORTH	ROSEDALE ST FROM IH 30 TO MILLER ROAD	ACTIVE CORRIDOR MANAGEMENT SYSTEM; REAL TIME TRAVELER INFORMATION WITH HIGH SPEED COMMUNICATIONS	LPAFA EXECUTED	CONFIRM FUNDING AND MOVE TO FY 2017	2018	PROJECT LET JANUARY 2018
2005-2006 PARTNERSHIP PROGRAM 3	11853.2	<del>TXDOT FORT- WORTH</del> ARLINGTON	ARLINGTON	SH 180/DIVISION FROM COOPER TO COLLINS	DIVISION BICYCLE AND PEDESTRIAN PROJECT; CONSTRUCT NEW BIKE TRAIL, 8- FOOT SIDEWALKS, PEDESTRIAN LIGHTING, BENCHES, LANDSCAPING, INFORMATIONAL KIOSKS, TRASH RECEPTACLES, AND BIKE RACKS WITHIN THE DISTRICT	AS OF FEBRUARY 2016 THE CITY REQUESTS A SCOPE REDUCTION TO INCLUDE SIDEWALKS ONLY	CONFIRM FUNDING IN FY 2017; CHANGE PROJECT DESCRIPTION TO INCLUDE ONLY THE SIDEWALKS AS FUNDING IS INSUFFICIENT TO COVER THE ORIGINAL SCOPE	2018	RIGHT-OF-WAY FUNDS OBLIGATED SEPTEMBER 2018; CONSTRUCTION FUNDING MOVED INTO THE ENGINEERING AND RIGHT- OF-WAY PHASES; FUNDS FULLY OBLIGATED BY CITY IN SEPTEMBER 2018

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PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2018 OR LATER									
1992 CALL FOR PROJECTS	533	<b>DALLAS</b> DART	DALLAS	LEMMON AVENUE AT BLUFFVIEW	INTERSECTION IMPROVEMENTS	PART OF A DEFEDERALIZATION PROCESS WITH DALLAS, DART, & TXDOT; CITY OF DALLAS RECOMMENDS CANCELLATION	CHANGE SCOPE TO INCLUDE ACCESS IMPROVEMENTS TO LOVE FIELD AND PROVIDE A PEDESTRIAN SAFETY CROSSING OVER LEMMON AVENUE; PROPOSE MOVING PROJECT TO FY 2018; CONFIRM FUNDING IN FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF JANUARY 2019; MUST LET BY SEPTEMBER 2019
1992 CALL FOR PROJECTS	665.2	TXDOT DALLAS	DALLAS	PARK LANE FROM US 75 TO GREENVILLE AVE	WIDEN ROADWAY FROM 4 TO 5 LANES (2 EASTBOUND AND 3 WESTBOUND), AND CONSTRUCT RIGHT TURN LANE ON NB US 75 FRONTAGE ROAD TO PARK LANE	CITY AND TXDOT HAVE AGREED TO REDEFINE THE PROJECT SCOPE TO INCLUDE ONLY A RIGHT-TURN LANE ON THE NORTHBOUND CENTRAL EXPRESSWAY SERVICE ROAD TO EASTBOUND PARK LANE; PROJECT COST PENDING; MAY DECREASE FUNDING AND SCOPE	MOVE PROJECT FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ORIGINAL PROJECT CANCELED THROUGH FEBRUARY 2018 TIP MODIFICATION CYCLE (ENGINEERING FUNDING REMOVED BY FHWA AS A RESULT OF THE 10-YEAR PE AUDIT) AND REPLACED BY A NEW PROJECT THAT MUST LET BY DECEMBER 2018
1992 CALL FOR PROJECTS	684	TXDOT DALLAS	DALLAS	VALLEY VIEW/WALNUT FROM WEST OF GREENVILLE AVE TO AUDELIA RD	INTERSECTION IMPROVEMENTS AT SOUTH GREENVILLE AVE, ABRAMS RD, RICHLAND COLLEGE AND AUDELIA RD	CITY OF DALLAS IN SUPPORT OF PROJECT	CONFIRM FUNDING AND MOVE TO FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ORIGINAL PROJECT CANCELED THROUGH FEBRUARY 2018 TIP MODIFICATION CYCLE (ENGINEERING FUNDING REMOVED BY FHWA AS A RESULT OF THE 10-YEAR PE AUDIT) AND REPLACED BY A NEW PROJECT THAT MUST LET BY DECEMBER 2018
1992 CALL FOR PROJECTS	2998	TXDOT DALLAS	ROCKWALL	SH 276 FROM SH 205 TO FM 549	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6)	PROJECT DELAYED DUE TO ROW ACQUISITION	IN OCTOBER 2015, THE RTC APPROVED PROPOSITION 1 FUNDS FOR FY 2017 AND REMOVAL OF THE STP-MM FUNDS; DELAY PROJECT TO FY 2018 AND CONFIRM FUNDING	2019	PROJECT LET APRIL 2018
1999 CALL FOR PROJECTS	11116	RICHARDSON	RICHARDSON	DUCK CREEK TRAIL FROM PLANO RD TO CAMPBELL/US 75 IN RICHARDSON	BIKE AND PEDESTRIAN TRAIL	LPAFA IN PROGRESS	CONFIRM FUNDING AND MOVE TO FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF DECEMBER 2018; MUST LET BY SEPTEMBER 2019
1999 TEXAS TRANSPORTATION COMMISSION/REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11244.1	TXDOT FORT WORTH	FORT WORTH	FM 156 FROM US 81/287 TO WATAUGA ROAD (MCELROY)	WIDEN 2 TO 4 LANE DIVIDED	PROPOSING FUTURE PROP 1 FUNDING FOR SHORTFALL	CONFIRM EXISTING FUNDING AND MOVE TO FY 2018	2019	PROJECT LET AUGUST 2018
2004 RAILROAD RELIABILITY CROSSING PARTNERSHIP PROGRAM	11258.6	GRAND PRAIRIE	GRAND PRAIRIE	RR CROSSING RELIABILITY PARTNERSHIP PROGRAM; 19TH STREET SW, BAGDAD RD, SE 14TH STREET, CENTER STREET, SW 2ND STREET, AND SW 23RD STREET AT UPRR	INSTALL MISC. EQUIPMENT, GATES, ADVANCE PREEMPTION, AND FLASHERS	CITY OF GRAND PRAIRIE WORKING WITH UPRR ON PROJECT DETAILS; LPAFA AGREEMENT EXECUTED IN 2013, BUT NEW AGREEMENTS ARE NEEDED DUE TO PROJECT DELAYS	CONFIRM FUNDING AND DELAY TO FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF SEPTEMBER 2018; MUST LET BY SEPTEMBER 2019
2004 RAILROAD RELIABILITY CROSSING PARTNERSHIP PROGRAM	11258.9	DALLAS	DALLAS	8 INTERSECTIONS AT KCS RR IN DALLAS AT E DALLAS/KCS RR CROSSINGS - PEAVY RD, GUS THOMASSON RD, BARNES BRIDGE RD, CENTERVILLE RD, LAKELAND DR, HIGHLAND DR, SANTA ANNA AVE, & ST FRANCIS AVE AT KCS RR	UPGRADE GATES AND INSTALL MEDIANS AT ALL LOCATIONS; INSTALL SIGNAGE AT PEAVY, GUS THOMASSON, LAKELAND, HIGHLAND, & ST FRANCIS; RESURFACE AT LAKELAND & ST FRANCIS	DELAYED DUE TO LOCAL MATCH UNAVAILABILITY; CITY IS SLATED FOR THE 2017 BOND PROGRAM; IF NOT INCLUDED IN THE BOND PROGRAM THE CITY UNDERSTANDS THAT THE PROJECT WILL BE CANCELLED	CONFIRM FUNDING IN FY 2018; CANCEL PROJECT IF LOCAL MATCH NOT APPROVED IN THE 2017 DALLAS BOND PROGRAM	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF JANUARY 2019; MUST LET BY SEPTEMBER 2019
2001 TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11265	TXDOT DALLAS	DUNCANVILLE	IH 20 FROM NORTH MAIN STREET TO CAMP WISDOM ROAD	CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS	RECEIVED LETTER OF SUPPORT FROM DUNCANVILLE	CONFIRM FUNDING IN FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF DECEMBER 2018; MUST LET BY SEPTEMBER 2019

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2004 PARTNERSHIP PROGRAM 1	11527	TXDOT DALLAS	IRVING	SL 12 AT SH 183	RECONSTRUCT INTERCHANGE (PH 2)	CONSTRUCTION NOT FUNDED; HOWEVER TXDOT PAYING FOR PE AND ROW	CONFIRM PROJECT NEED; \$15.1M OF TXDOT ROW FUNDS AND TXDOT PE FUNDS; CONSTRUCTION REMAINS UNFUNDED; KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF THE TIP)	N/A	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF AUGUST 2023; 10-YEAR PLAN PROJECT
2005-2006 PARTNERSHIP PROGRAM 3	11747	DALLAS COUNTY	VARIOUS	WINTERGREEN ROAD FROM DUNCANVILLE ROAD EAST OF STEWART BRANCH CREEK TO DUNCANVILLE ROAD FROM WINTERGREEN TO SOUTH OF STEWART BRANCH CREEK	REALIGN OFFSET INTERSECTION TO ACCOMMODATE 6 LANE APPROACHES		CONFIRM FUNDING AND MOVE TO FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF JANUARY 2019; MUST LET BY SEPTEMBER 2019
2005-2006 PARTNERSHIP PROGRAM 3	11757	GRAPEVINE	GRAPEVINE	MUSTANG DR AT WILLIAM D TATE AVE	ADD ADDITIONAL EASTBOUND LEFT TURN LANE	PART OF A DEFEDERALIZATION PACKAGE WITH GRAPEVINE; PROJECT DELAYED DUE TO DFW CONNECTOR AND NEW RAMP AT SH 121/SH 360	MAINTAIN COMMITMENT BY THE CITY; CITY TO BUILD BY FY 2018 - FY 2019	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF MAY 2019; MUST LET BY SEPTEMBER 2019
2005-2006 PARTNERSHIP PROGRAM 3	11794.2	RICHARDSON	RICHARDSON	CAMPBELL RD FROM COLLINS TO US 75	EXTEND SB RIGHT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD SB LEFT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD AUXILIARY LANE ON CAMPBELL FROM US 75 TO COLLINS		CONFIRM FUNDING AND MOVE TO FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF AUGUST 2019; MUST LET BY SEPTEMBER 2019
2005-2006 PARTNERSHIP PROGRAM 3	11853.1	ARLINGTON	ARLINGTON	ABRAM STREET HIKE AND BIKE TRAIL; FIELDER ON THE WEST, ABRAM ON THE SOUTH, STADIUM ON THE EAST AND RIGHT UP TO, BUT NOT INCLUDING DIVISION ON THE NORTH	ABRAM-AREA BICYCLE AND PEDESTRIAN DISTRICT: CONSTRUCT NEW BIKE TRAIL, SIDEWALKS, PEDESTRIAN LIGHTING, BENCHES, LANDSCAPING, INFORMATIONAL KIOSKS, TRASH RECEPTACLES, AND BIKE RACKS WITHIN THE DISTRICT	CURRENTLY UNDER DESIGN	CONFIRM FUNDING AND MOVE PROJECT TO FY 2018	2019	FUNDING REMOVED AND TRANSFERRED TO TIP 11853.2 THROUGH THE 2019-2022 TIP DEVELOPMENT PROCESS

10-YEAR MILESTONE POLICY UPDATE:  
PROJECTS TO BE CANCELED

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	FUNDING CATEGORY	2016 COMMENTS	2016 RECOMMENDATION	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED	2018 RECOMMENDATION/COMMENTS	AMOUNT OF FUNDING TO BE REMOVED
1992 CALL FOR PROJECTS	535	TXDOT DALLAS	DALLAS	NORTHWEST HIGHWAY (SPUR 244) AT JUPITER	DUAL LEFT TURN LANES ON ALL APPROACHES	CMAQ; TXDOT PE	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; MAY DECREASE FUNDING TO MATCH THE REDUCED SCOPE; CONFIRM FUNDING IN FY 2017	2018	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2018; ESTIMATED LET DATE OF MARCH 2019	\$359,331
1992 CALL FOR PROJECTS	537	TXDOT DALLAS	DALLAS	NORTHWEST HIGHWAY (SPUR 244) AT PLANO RD	ADD TURN LANES AND TRAFFIC SIGNAL IMPROVEMENT	CMAQ; TXDOT PE	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; CONFIRM FUNDING AND MOVE TO FY 2017	2018	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2018; ESTIMATED LET DATE OF MARCH 2019	\$522,500
1992 CALL FOR PROJECTS	2810	TXDOT DALLAS	GARLAND	SH 78 FROM IH 635 TO FOREST LANE	TRAFFIC SIGNALS AND INTERSECTION IMPROVEMENT	CMAQ; TXDOT PE	PROJECT ON SCHEDULE FOR AN AUGUST 2017 LETTING	CONFIRM FUNDING IN FY 2017	2018	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2018; ESTIMATED LET DATE OF MARCH 2019	\$3,400,000
1999 TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11217.2	DENTON	DENTON	FM 426 FROM 1.4 MILES WEST OF LOOP 288 TO 1.1 MILES EAST OF LOOP 288	WIDEN FROM 2 TO 4 LANES DIVIDED URBAN	STP-MM; RTR	WORKING WITH TXDOT TO TAKE OFF-SYSTEM, MAKING CITY OF DENTON THE PROJECT SPONSOR	IMPLEMENTING AGENCY CHANGED TO DENTON AND STP-MM FUNDS WERE REMOVED AND REPLACED WITH RTR FUNDS AS PART OF THE OCTOBER 2015 RTC ACTION ON PROPOSITION 1 PROJECTS; MOVE TO FY 2017	2018	REMOVE UNEXPENDED FUNDS; SIDEWALKS LET FOR CONSTRUCTION, BUT MAJORITY OF PROJECT AND FUNDING IS STILL NOT READY TO LET; ESTIMATED LET DATE OF JULY-NOVEMBER 2019	\$17,867,303
2004 PARTNERSHIP PROGRAM 1	11536	DALLAS COUNTY	GRAND PRAIRIE	CAMP WISDOM ROAD FROM CARRIER PARKWAY TO FM 1382	WIDEN 2 TO 4 LANE DIVIDED; CONNECTION WITH SOUTHERN EXTENSION OF BARDIN ROAD	RTR; LOCAL		CONFIRM FUNDING IN FY 2017	2018	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2018; ESTIMATED LET DATE OF SPRING 2019	\$7,200,000



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

December 21, 2016

Mr. Darryl Martin  
County Administrator  
Dallas County  
411 Elm Street, 2<sup>nd</sup> Floor  
Dallas, TX 75202-3301

Dear Mr. Martin:

In September 2015, your office received correspondence regarding the Project Milestone Policy that was approved by the Regional Transportation Council (RTC). As a reminder, this policy mandated that projects that have not begun construction after receiving funding more than 10 years ago were to be canceled if appropriate documentation was not provided to either demonstrate continued support and viability of the projects or notify the North Central Texas Council of Governments (NCTCOG) of their cancellation. This policy was designed to ensure that funds are available for projects that are ready to move forward.

After receiving such documentation from your agency, NCTCOG staff moved and/or confirmed several projects through our most recent Transportation Improvement Program (TIP) development effort. The complete listing of these projects is enclosed at the end of this letter.

In order to prevent future cancellation of any reapproved projects, your agency has one additional year from the end of the specified fiscal year to commence construction on each project. We will continue to monitor these projects to ensure that adequate progress is being made. For additional information, please contact Brian Dell at 817-704-5694 or [bdell@nctcog.org](mailto:bdell@nctcog.org) or Adam Beckom at 817-608-2344 or [abeckom@nctcog.org](mailto:abeckom@nctcog.org).

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, looped "M" and "M".

Michael Morris, P.E.  
Director of Transportation

BD:tw

Enclosure

cc: The Honorable Clay Lewis Jenkins, County Judge, Dallas County and RTC Primary Member  
The Honorable Mike Cantrell, Commissioner, Dallas County and RTC Primary Member  
The Honorable Elba Garcia, DDS, Commissioner, Dallas County and RTC Alternate Member  
Alberta Blair, P.E., Director of Public Works, Dallas County  
Antoinette Bacchus, P.E., Assistant Director of Public Works, Dallas County  
Micah Baker, Senior Transportation Planner, Dallas County  
Kelly Selman, P.E., District Engineer, Texas Department of Transportation, Dallas District and  
RTC Primary Member

**MILESTONE POLICY PROJECTS – DALLAS COUNTY**

TIP CODE	CSJ	LIMITS	PROJECT DESCRIPTION	FISCAL YEAR IN WHICH THE PROJECT CAN PROCEED	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED
11745	0918-47-035	COCKRELL HILL RD FROM NORTH OF MOLER STREET TO DAVIS STREET	RECONSTRUCT ROADWAY; RECONFIGURATION OF INTERSECTION WITH JEFFERSON BLVD INCLUDING APPROACHES	2016	2017
2310.1	0918-47-057	DENTON DRIVE FROM SOUTH OF WALNUT HILL LANE TO NORTH OF ROYAL LANE	RECONSTRUCT DENTON DR FROM 2 LN UNDIVIDED RURAL INTO 3 LN URBAN TRANSIT ORIENTED ROADWAY WITH CENTER TURN LN, BIKE LN, SIDEWALKS, AND SIDEWALK CONNECTION TO HARRY HINES BLVD ALONG BOTH WALNUT HILL LN AND ROYAL LN CONNECTING DART LRT STATION	2017	2018
11536	0918-47-006	CAMP WISDOM ROAD FROM WEST OF CARRIER PARKWAY TO FM 1382	WIDEN 2 TO 4 LANE DIVIDED	2017	2018
11727	0918-45-884	MEDICAL DISTRICT DR FROM IH 35E TO HARRY HINES BLVD	RECONSTRUCT AND WIDEN FROM 4-LANE TO 6-LANE DIVIDED	2017	2018
11747	0918-47-015	WINTERGREEN ROAD FROM DUNCANVILLE ROAD EAST OF STEWART BRANCH CREEK AND DUNCANVILLE ROAD FROM WINTERGREEN TO SOUTH OF STEWART BRANCH CREEK	REALIGN OFFSET INTERSECTION TO ACCOMMODATE 6 LANE APPROACHES	2018	2019

\*As approved in April and May 2016 by the Regional Transportation Council



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

October 1, 2018

Ms. Alberta Blair, P.E.  
Director of Public Works  
Dallas County  
411 Elm Street, 2<sup>nd</sup> Floor  
Dallas, TX 75202-3301

Dear Ms. Blair:

In December 2016, Dallas County received correspondence regarding the Regional Transportation Council's (RTC) Metropolitan Planning Organization (MPO) Milestone Policy. As a reminder, this policy pertains to projects that were funded 10 or more years prior to the time of the policy approval that had not proceeded to construction. After these projects were identified, the implementing agency had to provide proof of local support, provide a realistic implementation schedule, and affirm that local matching funds were available. In April 2016, the RTC approved the MPO Milestone Policy Project List. The list detailed each project's status at the time, along with recommendations based upon the information provided by implementing agencies. The RTC also approved staff's recommendation to give each agency one additional fiscal year from the new estimated start or let date to begin construction. Staff was directed to remove funding from any project that does not meet the deadlines set forth.

Since that April 2016 RTC action, North Central Texas Council of Governments (NCTCOG) staff have monitored projects on the list to ensure timely implementation. The aforementioned letter was sent to all agencies in December 2016. And, in the summer/fall of 2017, during the 2019-2022 Transportation Improvement Program (TIP) Development process, staff reminded implementing agencies of their deadlines to let projects. An update on the status of projects on the list will be provided to the Surface Transportation Technical Committee (STTC) in October 2018 and the RTC in November 2018. Several projects across the region have been identified as having missed the agreed upon deadline for starting construction.

One of the projects identified is TIP 11536/CSJ 0918-47-006, Camp Wisdom Road from Carrier Parkway to FM 1382, widen 2 to 4 lanes divided. The project had until the end of fiscal year 2018 to begin construction. However, we were informed by Dallas County staff that this project would not begin construction before September 30, 2018. Therefore, staff will propose to STTC and the RTC that the funding be removed from this project per the approved policy.

Ms. Alberta Blair, P.E.  
Page Two

October 1, 2018

If you have any questions or additional details we should share with STTC or the RTC about this project, please contact me at 817-608-2338 or cgotti@nctcog.org or Brian Dell at 817-704-5694 or bdell@nctcog.org.

Sincerely,



Christie Gotti  
Senior Program Manager

BD:tw

cc: The Honorable Clay Lewis Jenkins, County Judge, Dallas County and RTC Primary Member  
The Honorable Mike Cantrell, Commissioner, Dallas County and RTC Primary Member  
The Honorable Elba Garcia, DDS, Commissioner, Dallas County and RTC Alternate Member  
Antoinette Bacchus, P.E., Assistant Director of Public Works, Dallas County  
Micah Baker, Senior Transportation Planner, Dallas County  
Mo Bur, P.E., District Engineer, Texas Department of Transportation, Dallas District and RTC Primary Member



**DALLAS COUNTY  
PUBLIC WORKS**

October 12, 2018

Mr. Michael Morris  
Director of Transportation  
North Central Texas Council of Governments  
616 Six Flags Drive, Suite 200, Centerpoint Two  
P.O. Box 5888  
Arlington, TX 76005-5888

**Re: TIP 11536/CSJ 0918-47-006 (Camp Wisdom Road from West of Carrier to FM 1382)**

Dear Mr. Morris,

This letter is in response to the letter we received from the RTC dated October 1, 2018 regarding the Dallas County led Camp Wisdom Rd project. As noted in the letter from RTC this project is listed on the MPO Milestone Policy Project List and was approved for a FY 2018 let date based on NCTCOG staff's recommendation in 2016. Since then Dallas County has been working diligently with the Cities of Grand Prairie and Dallas to secure local funds and to advance design of this project in order to meet the September 30th 2018 deadline.

In order to deliver a project appropriate for the needs of each City and their citizens, it was imperative to secure bond funds from both cities to complete the project. Therefore bond funding was secured through a Project Specific Agreement with the City of Grand Prairie on October 6, 2015 and from the City of Dallas on August 15, 2017 and the project is now within a few months of bidding. Dallas County considers that the delay caused by including all appropriate stakeholders is definitely supported by the ability to satisfy the needs of the traveling public and provide a safe and comprehensive transportation solution for the citizens of these two cities.

Now that we have secured the appropriate support from our partner agencies we are quickly moving toward bidding this \$19 M project in early 2019. Dallas County received the 90% design submittal during the first week of October and anticipates having the 100% drawings and specs by November 30<sup>th</sup>. Working with our Purchasing and SBE departments, we are scheduled to advertise after the first of the year which will allow us to award this project in the Spring of 2019.

Dallas County in partnership with both the City of Grand Prairie and the City of Dallas would like to use this opportunity to assure the RTC and NCTCOG that this project is of very high priority. We have a reputation of working with our partner agencies and NCTCOG to deliver multi-dimensional projects with RTR funds in the past, in which it has been illustrated that all efforts have been made to deliver these projects within ten years of receiving funding. Attached is a summary of RTR funded regional projects that have been completed or are currently under construction by Dallas County.

If you have any questions or need any additional information, please contact myself Alberta Blair at Alberta.Blair@dallascounty.org and/or Antoinette Bacchus at Antoinette.Bacchus@dallascounty.org.

Sincerely,



Alberta Blair, P.E., Director of Public Works, Dallas County

Cc: Clay Lewis Jenkins, County Judge, Dallas County  
Dr. Elba Garcia, District 4 Commissioner, Dallas County  
Mike Cantrell, District 2 Commissioner, Dallas County  
Brooks Love, District 4 Chief of Staff, Dallas County  
Ron Jensen, Mayor of Grand Prairie, City of Grand Prairie  
Mike Del Bosque, City Councilman District 3, City of Grand Prairie  
Tom Hart, City Manager, City of Grand Prairie  
Walter Shumac, P.E., Director of Transportation Services, City of Grand Prairie  
Romin Khavari, P.E., City Engineer, City of Grand Prairie  
Michael Rawlings, Mayor of Dallas, City of Dallas  
Casey Thomas, City Councilman District 3, City of Dallas  
T.C. Broadnax, City Manager, City of Dallas  
Majed Al-Ghafry, Assistant City Manager, City of Dallas  
Michael Rogers, Director of the Department of Transportation, City of Dallas  
Mo Bur, P.E., District Engineer, Texas Department of Transportation  
Christie Gotti, Senior Program Manager, North Central Texas Council of Governments  
Brian Dell, Transportation Planner III, North Central Texas Council of Governments  
Antoinette Bacchus, P.E., Assistant Director of Transportation & Planning, Dallas County  
John Mears, P.E., Assistant Director of Engineering and Construction, Dallas County  
Jonathan Toffer, Assistant Director of Program and Engineering, Dallas County  
Ray Banks, P.E., Project Manager, Dallas County  
Micah Baker, Senior Transportation Planner, Dallas County

Attachment: Dallas County RTR Projects Status



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

December 21, 2016

Mr. Howard Martin  
Interim City Manager  
City of Denton  
215 East McKinney  
Denton, TX 76201

Dear Mr. Martin:

In April 2016, the Regional Transportation Council (RTC) approved funding for FM 426 from west of Loop 288 to east of Loop 288 in Denton. This project is part of the Project Milestone Policy, which mandated that projects that had not begun construction after receiving funding more than 10 years ago were to be canceled if appropriate documentation was not provided to either demonstrate continued support and viability of the projects or notify the North Central Texas Council of Governments (NCTCOG) of their cancellation. This policy was designed to ensure that funds are available for projects that are ready to move forward.

After receiving documentation from the Texas Department of Transportation (TxDOT) and the City of Denton, NCTCOG staff moved the project to FY 2017 through our most recent Transportation Improvement Program (TIP) development effort. You are receiving this letter because the City of Denton was designated as the new project sponsor as a result of the transfer of FM 426 from TxDOT to the City via Texas Transportation Commission (TTC) Minute Order #114635. This roadway has been taken off-system and the federal funds were converted to Regional Toll Revenue (RTR) funds. Both actions should enable the city of Denton to implement this project in a timely fashion.

In order to prevent future cancellation of this reapproved project, your agency has until the end of FY 2018 to commence construction on the project. We will continue to monitor this project to ensure that adequate progress is being made. For additional information, please contact Brian Dell at 817-704-5694 or [bdell@nctcog.org](mailto:bdell@nctcog.org) or Adam Beckom at 817-608-2344 or [abeckom@nctcog.org](mailto:abeckom@nctcog.org).

Sincerely,

A handwritten signature in black ink that reads 'Michael Morris'.

Michael Morris, P.E.  
Director of Transportation

BD:tw

Enclosure

cc: Kevin Roden, Mayor Pro Tem, City of Denton and RTC Primary Member  
Sara Bagheri, Councilmember, City of Denton and RTC Primary Member  
Mark Nelson, P.E., Director of Transportation, City of Denton  
Kelly Selman, P.E., District Engineer, Texas Department of Transportation, Dallas District and  
RTC Primary Member

**MILESTONE POLICY PROJECTS – DENTON**

TIP CODE	CSJ	LIMITS	PROJECT DESCRIPTION	FISCAL YEAR IN WHICH THE PROJECT CAN PROCEED	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED
11217	0081-11-012	FM 426 FROM 1.4 MILES WEST OF LOOP 288 TO 1.1 MILES EAST OF LOOP 288	WIDEN FROM 2 TO 4 LANES DIVIDED URBAN	2017	2018

\*As approved in April and May 2016 by the Regional Transportation Council



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

October 9, 2018

Mr. Todd Hileman  
City Manager  
City of Denton  
215 East McKinney  
Denton, TX 76201

Dear Mr. Hileman:

In December 2016, the City of Denton received correspondence regarding the Regional Transportation Council's (RTC) Metropolitan Planning Organization (MPO) Milestone Policy. As a reminder, this policy pertains to projects that were funded 10 or more years prior to the time of the policy approval that had not proceeded to construction. After these projects were identified, the implementing agency had to provide proof of local support, provide a realistic implementation schedule, and affirm that local matching funds were available. In April 2016, the RTC approved the MPO Milestone Policy Project List. The list detailed each project's status at the time, along with recommendations based upon the information provided by implementing agencies. The RTC also approved staff's recommendation to give each agency one additional fiscal year from the new estimated start or let date to begin construction. Staff was directed to remove funding from any project that does not meet the deadlines set forth.

Since that April 2016 RTC action, North Central Texas Council of Governments (NCTCOG) staff has monitored projects on the list to ensure timely implementation. The aforementioned letter was sent to all agencies in December 2016. And, in the summer/fall of 2017, during the 2019-2022 Transportation Improvement Program (TIP) Development process, staff reminded implementing agencies of their deadlines to let projects. An update on the status of projects on the list will be provided to the Surface Transportation Technical Committee (STTC) in October 2018 and the RTC in November 2018. Several projects across the region have been identified as having missed the agreed upon deadline for starting construction.

One of the projects identified is TIP 11217.2/CSJ 0918-46-298, McKinney Street (Old FM 426) from 1.4 miles west of SL 288 to 1.1 miles east of SL 288, widen 2 lane roadway to 4 lane divided urban. This project was selected for funding in 1999. It had until the end of fiscal year 2018 to begin construction. We were informed by City staff that sidewalk construction, as part of Phase 1 of this project, had been completed, but the construction of the remainder (majority) of the project has not commenced and is not slated to begin until mid- to late 2019. Therefore, staff

Mr. Todd Hileman  
Page Two

October 9, 2018

will propose to STTC and the RTC that the unexpended funding be removed from this project per the approved policy.

If you have any questions or additional details we should share with STTC or the RTC about this project, please contact me at 817-608-2338 or cgotti@nctcog.org or Brian Dell at 817-704-5694 or bdell@nctcog.org.

Sincerely,



Christie Gotti  
Senior Program Manager

BD:tw

cc: The Honorable John Ryan, Councilmember, City of Denton and RTC Primary Member  
Mark Nelson, P.E., Director of Transportation, City of Denton  
Mo Bur, P.E., District Engineer, Texas Department of Transportation, Dallas District and  
RTC Primary Member



Oct. 15, 2018

Christie Gotti  
Senior Program Manager  
Transportation Project Programming  
North Central Texas Council of Governments  
P.O. Box 5888, Arlington, TX 76005-5888

Subject: FM 426 / McKinney Street

Dear Christie Gotti:

The Regional Transportation Council (RTC) began the Regional Toll Revenue (RTR) initiative in April of 2007. By August 2008, the RTC had identified and approved all projects that would receive funds from the RTR account. Some were cost overruns and others were new projects. FM 426/McKinney Street was among those projects selected for funding. It was submitted by TxDOT and supported by Denton County and the City of Denton.

The implementing agency was TxDOT and through the following years, this project fell down the state's priority list for various reasons. Additionally, several years back, action was taken by COG, TxDOT and Denton County to remove RTR funds from FM 426 and replace them with federal funds, thereby increasing the regulatory burden on this job to include federal environmental clearance processes. It wasn't until recently that COG replaced the RTR funds on FM 426.

In 2016, the City of Denton began the process to take FM 426 off system. The Local Project Advanced Funding Agreement was fully executed January 5, 2017, with the RTR funds associated with this project being sent to the City in February 2017. It cannot be too strongly stated that the City of Denton would not have taken FM 426 off system in its current condition. The only reason we agreed to take it was because it had \$18 million in RTR funds available for its reconstruction and widening.

While the City of Denton understands that COG has established milestone dates for the use of RTR funds, it must realize that the city has had "possession" of the project for less than two

years. The majority of the delay associated with this project, occurred prior to the City becoming the implementing agency.

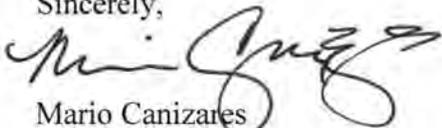
City staff is working diligently to not only widen McKinney but to incorporate active transportation and safety components along this corridor that sees hundreds of kids per week traversing this corridor to and from Ryan High School. This roadway is very unsafe for the volume of pedestrians it sees on a daily basis. We have had children hit by vehicles on a too regular basis not to do something to improve this facility. In order to move as quickly as possible to improve safety for school children within the corridor, in August of this year we finished building a construction phase sidewalk along McKinney Street from Loop 288 east to beyond Ryan High School at an approximate cost of \$400,000. This sidewalk will remain in place throughout construction of the McKinney Street Widening project prior to being replaced by a permanent sidewalk after the road is widened.

If the NCTCOG were to remove the funds from McKinney, it would not only be patently unfair to the City because it just took over the project less than two years ago, it would also continue to place the kids that walk to and from Ryan High School in danger due to a lack of pedestrian facilities.

Attached is the current schedule for getting McKinney under construction. The City of Denton will continue to take any action necessary to expedite the completion of this project at every opportunity.

For these reasons, the City respectfully requests that the RTC reaffirm the funding for McKinney Street.

Sincerely,



Mario Canizares  
Assistant City Manager

CC:

Mayor Pro Tem John Ryan

Michael Morris, NCTCOG Transportation Director

Brian Dell, Senior Transportation Planner

**OUR CORE VALUES**

Integrity • Fiscal Responsibility • Transparency • Outstanding Customer Service

ID	Task Name	Duration	Start	Finish	2019		2020											
					Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4				
1																		
2	Preliminary Design			Mon 11/5/18		▲												
3	City Council Contract Approval	1 day	Tue 11/6/18	Tue 11/6/18		◆												
4	Stakeholder Meeting 1	1 day	Wed 11/14/18	Wed 11/14/18		◆												
5	W & WW Design Package	44 days	Wed 11/7/18	Mon 1/7/19		■												
6	Franchise Utility Relocation	84 days	Tue 1/8/19	Fri 5/3/19			■											
7	W & WW Bid/Award	85 days	Mon 1/21/19	Fri 5/17/19			■											
8	W & WW Construction	125 days	Mon 5/20/19	Fri 11/8/19				■										
9	Stakeholder Meeting 2	1 day	Wed 2/20/19	Wed 2/20/19			◆											
10	Paving/Design Package	119 days	Tue 1/8/19	Fri 6/21/19			■											
11	Paving/Drainage Bid/Award	89 days	Tue 7/9/19	Fri 11/8/19				■										
12	Paving/Drainage Construction	261 days	Mon 11/11/19	Mon 11/9/20						■								
13	City Acceptance			Mon 12/7/20														★



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

December 21, 2016

Mr. Kelly Selman, P.E.  
District Engineer  
Texas Department of Transportation  
Dallas District  
4777 E. US Highway 80  
Mesquite, TX 75150-6643

Dear Mr. Selman:

In September 2015, your office received correspondence regarding the Project Milestone Policy that was approved by the Regional Transportation Council (RTC). As a reminder, this policy mandated that projects that have not begun construction after receiving funding more than 10 years ago were to be canceled if appropriate documentation was not provided to either demonstrate continued support and viability of the projects or notify the North Central Texas Council of Governments (NCTCOG) of their cancellation. This policy was designed to ensure that funds are available for projects that are ready to move forward.

After receiving such documentation from your agency, NCTCOG staff moved and/or confirmed several projects through our most recent Transportation Improvement Program (TIP) development effort. The complete listing of these projects is enclosed at the end of this letter.

In order to prevent future cancellation of any reapproved projects, your agency has one additional year from the end of the specified fiscal year to commence construction on each project. We will continue to monitor these projects to ensure that adequate progress is being made. For additional information, please contact Brian Dell at 817-704-5694 or [bdell@nctcog.org](mailto:bdell@nctcog.org) or Adam Beckom at 817-608-2344 or [abeckom@nctcog.org](mailto:abeckom@nctcog.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris". The signature is written in a cursive, flowing style.

Michael Morris, P.E.  
Director of Transportation

BD:tw

Enclosure

cc: Mykol Woodruff, P.E., Deputy District Engineer, Texas Department of Transportation, Dallas District and RTC Alternate Member  
Mohamed Bur, P.E., Director of Transportation Planning & Development, Texas Department of Transportation, Dallas District  
Tamelia Spillman, Transportation Planner, Texas Department of Transportation, Dallas District

**MILESTONE POLICY PROJECTS – TXDOT DALLAS DISTRICT**

TIP CODE	CSJ	LIMITS	PROJECT DESCRIPTION	FISCAL YEAR IN WHICH THE PROJECT CAN PROCEED	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED
11585	0918-47-071	BROADWAY/MAIN FROM BELTLINE/BROADWAY TO BROADWAY NORTH OF CROSBY	CONSTRUCT PEDESTRIAN CONNECTION BETWEEN DART RAIL STATION AND DOWNTOWN CARROLLTON	2016	2017
11580	0918-47-070	BICYCLE CONNECTION LINK FOR CARROLLTON TRANSIT DISTRICT	2 BICYCLE TRAIL LINKS EXTENDING NORTHEAST FROM DOWNTOWN CARROLLTON DART STATION; ONE TRAIL PARALLELS HUTTON BRANCH CREEK/BNSF RAIL LINE AND THE OTHER IS PARALLEL TO THE COTTON BELT RAIL LINE	2017	2018
535	0353-05-090	NORTHWEST HIGHWAY (SPUR 244) AT JUPITER	TRAFFIC SIGNAL AND PEDESTRIAN IMPROVEMENTS	2017	2018
537	0353-05-089	NORTHWEST HIGHWAY (SPUR 244) AT PLANO RD	TRAFFIC SIGNAL AND PEDESTRIAN IMPROVEMENTS	2017	2018
2810	0009-02-040	SH 78 FROM IH 635 TO FOREST LANE	TRAFFIC SIGNALS AND INTERSECTION IMPROVEMENT	2017	2018
665.2	0918-45-381	PARK LANE FROM US 75 TO GREENVILLE AVE	CONSTRUCT RIGHT TURN LANE ON NB 75 FRONTAGE ROAD TO PARK LANE	2018	2019
684	0918-45-374	VALLEY VIEW/WALNUT FROM WEST OF GREENVILLE AVE TO AUDELIA RD	INTERSECTION IMPROVEMENTS AT SOUTH GREENVILLE AVE, ABRAMS RD, RICHLAND COLLEGE AND AUDELIA RD	2018	2019
2998	1290-02-017	SH 276 FROM SH 205 TO FM 549	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6)	2018	2019
11265	2374-04-060	IH 20 FROM NORTH MAIN STREET TO CAMP WISDOM ROAD	CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS	2018	2019
11527	0581-02-124	SL 12 AT SH 183	RECONSTRUCT INTERCHANGE (PH 2)	N/A (APPENDIX D OF TIP)	N/A (APPENDIX D OF TIP)

\*As approved in April and May 2016 by the Regional Transportation Council



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

October 9, 2018

Ms. Lacey Rodgers, P.E.  
Director of Transportation Planning and Development  
Texas Department of Transportation - Dallas District  
4777 E. US Highway 80  
Mesquite, TX 75150-6643

Dear Ms. Rodgers:

In December 2016, TxDOT Dallas received correspondence regarding the Regional Transportation Council's (RTC) Metropolitan Planning Organization (MPO) Milestone Policy. As a reminder, this policy pertains to projects that were funded 10 or more years prior to the time of the policy approval that had not proceeded to construction. After these projects were identified, the implementing agency had to provide proof of local/state support, provide a realistic implementation schedule, and affirm that local/state matching funds were available. In April 2016, the RTC approved the MPO Milestone Policy Project List. The list detailed each project's status at the time, along with recommendations based upon the information provided by implementing agencies. The RTC also approved staff's recommendation to give each agency one additional fiscal year from the new estimated start or let date to begin construction. Staff was directed to remove funding from any project that does not meet the deadlines set forth.

Since that April 2016 RTC action, North Central Texas Council of Governments (NCTCOG) staff has monitored projects on the list to ensure timely implementation. The aforementioned letter was sent to all agencies in December 2016. And, in the summer/fall of 2017, during the 2019-2022 Transportation Improvement Program (TIP) Development process, staff reminded implementing agencies of their deadlines to let projects. An update on the status of projects on the list will be provided to the Surface Transportation Technical Committee (STTC) in October 2018 and the RTC in November 2018. Several projects across the region have been identified as having missed the agreed upon deadline for starting construction.

Among the projects identified are:

- TIP 535/CSJ 0353-05-090, Northwest Highway (Spur 244) at Jupiter, dual left turn lanes on all approaches
- TIP 537/CSJ 0353-05-089, Northwest Highway (Spur 244) at Plano Road, add turn lanes and traffic signal improvements
- TIP 2810/CSJ 0009-02-040, SH 78 from IH 635 to Forest Lane, traffic signals and intersection improvements.

October 9, 2018

The projects had until the end of fiscal year 2018 to begin construction. However, we were informed by TxDOT Dallas staff that these projects would not begin construction before September 30, 2018. Therefore, staff will propose to STTC and the RTC that the funding be removed from these projects per the approved policy.

If you have any questions or additional details we should share with STTC or the RTC about these projects, please contact me at 817-608-2338 or [cgotti@nctcog.org](mailto:cgotti@nctcog.org) or Brian Dell at 817-704-5694 or [bdell@nctcog.org](mailto:bdell@nctcog.org).

Sincerely,



Christie Gotti  
Senior Program Manager

BD:tw

cc: Mo Bur, P.E., District Engineer, Texas Department of Transportation, Dallas District  
Ceason Clemens, P.E., Deputy District Engineer, Texas Department of Transportation, Dallas District  
Tamelia Spillman, Advanced Transportation Planning Director, Texas Department of Transportation, Dallas District  
The Honorable Tennell Atkins, Councilmember, City of Dallas and RTC Member  
The Honorable Rickey Callahan, Councilmember, City of Dallas and RTC Member  
The Honorable Sandy Greyson, Councilmember, City of Dallas and RTC Member  
The Honorable Lee Kleinman, Councilmember, City of Dallas and RTC Member  
The Honorable B. Adam McGough, Councilmember, City of Dallas and RTC Member  
Michael Rogers, Director of Transportation, City of Dallas  
Chelsea St. Louis, Chief Transportation Planner, City of Dallas  
The Honorable Richard E. Aubin, Councilmember, City of Garland and RTC Member  
Paul Luedtke, P.E., Director of Transportation, City of Garland



4777 East US Highway 80, Mesquite, TEXAS 75150-6643 | 214.320.6200 | WWW.TXDOT.GOV

October 15, 2018

Mrs. Christie Gotti  
Senior Program Manager  
North Central Texas Council of Governments  
P.O. Box 5888  
Arlington, Texas 76005-5888

Dear Mrs. Gotti:

In response to your letter dated October 9, 2018 we would like to provide you with some additional information on this project.

The SP 244 and SH 78 projects are on target for construction letting in March of 2019. Below is the current schedule:

Plans: 100% Complete

Environmental: Cleared

ROW: Complete November 2018

Utilities: Complete March 2019

Both ROW acquisition and utility relocations are progressing along according to schedule with federal/state and local funding. We will continue to move forward with this project and respectfully request the RTC to allow this project to proceed to construction with CMAQ funds.

Should you have any questions, please contact me at 214-320-6146 or [Lacey.Rodgers@txdot.gov](mailto:Lacey.Rodgers@txdot.gov).

Sincerely,

DocuSigned by:  
  
80A927DB6957410

Lacey Rodgers, P.E.  
Director of Transportation Planning and Development

cc: Mohamed K. Bur, P.E., Dallas District Engineer, TxDOT  
Ceason Clemens, P.E. Dallas Deputy District Engineer, TxDOT  
Tamelia Spillman, Advanced Transportation Planning Director, TxDOT  
The Honorable Tennell Atkins, Councilmember, City of Dallas and RTC Member  
The Honorable Rickey Callahan, Councilmember, City of Dallas and RTC Member  
The Honorable Sandy Greyson, Councilmember, City of Dallas and RTC Member  
The Honorable Lee Kleinman, Councilmember, City of Dallas and RTC Member  
The Honorable B. Adam McGough, Councilmember, City of Dallas and RTC Member  
Michael Rogers, Director of Transportation, City of Dallas  
Chelsea St. Louis, Chief Transportation Planner, City of Dallas  
The Honorable Richard E. Aubin, Councilmember, City of Garland and RTC Member  
Paul Luedtke, P.E., Director of Transportation, City of Garland

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

An Equal Opportunity Employer



# GARLAND

TEXAS MADE HERE

October 16, 2018

Mrs. Christie Gotti  
Senior Program Manager  
North Central Texas Council of Governments  
P.O. Box 5888  
Arlington, TX 76005-5888

Re: Request for extension of funding for SH 78 Project

Dear Ms Gotti,

In response to your letter dated October 9, 2018 to Ms. Lacey Rogers, P.E. TxDOT Director of Transportation Planning and Development, the City of Garland in coordination with TxDOT requests that the funding for this project on SH 78 and SP 244 be extended to allow for the start of construction to begin in March 2019.

The City of Garland has worked closely with TxDOT since the RTC Milestone policy was enacted in April 2016 to advance this project as quickly as possible. Through the exceptional efforts of TxDOT to move this project forward, the project plans are 100% complete and ready for bidding, the project is environmentally cleared, all ROW purchase will be complete within a month and the utility relocations have begun and will be complete no later than March 2019.

The City of Garland has been and continues to be supportive of the RTC Milestone Policy. In fact, we are thankful for the milestone policy in that it brought the agencies together with a urgent focus to complete the project. It is self-evident simply by being on the milestone list that this project has had many challenges in being implemented. There have been several times over the years that this project was advancing to completion only to stall due to outside forces such as changing standards or metric conversion. It would be yet another blow to a project besieged by misfortune if this project, which is so close to finally becoming a reality, were shelved once again at this last moment. A great amount of effort and funding has been expended on this project. We believe canceling this project at this late date would not be in the best interest of the taxpayers.

Therefore, we respectfully request the Regional Transportation Council extend the availability of these funds so that this project can move to construction and completion so that the citizens can finally receive the congestion relief they have been promised for far too long.

Sincerely,  
City of Garland



Paul Luedtke, P.E.  
Director of Transportation

Cc: Mohamed K. Bur, P.E., Dallas District Engineer, TxDOT  
Cason Clemens, P.E. Dallas Deputy District Engineer, TxDOT  
Lacey Rodgers, P.E. Director of Transportation Planning and Development, TxDOT  
Tamelia Spillman, Advanced Transportation Planning Director, TxDOT  
The Honorable Tennell Atkins, Councilmember, City of Dallas and RTC Member  
The Honorable Rickey Callahan, Councilmember, City of Dallas and RTC Member  
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The Honorable Lee Kleinman, Councilmember, City of Dallas and RTC Member  
The Honorable B. Adam McGough, Councilmember, City of Dallas and RTC Member  
Michael Rogers, Director of Transportation, City of Dallas  
Chelsea St. Louis, Chief Transportation Planner, City of Dallas  
The Honorable Richard E. Aubin, Councilmember, City of Garland and RTC Member

# Dallas-Fort Worth Clean Cities Fleet Annual Survey and Fleet Recognition Results



Bailey Muller, Senior Air Quality Planner  
Surface Transportation Technical Committee  
October 26, 2018



# Annual Report Categories



Emissions Reduction Measures



Fuel Reduction Measures

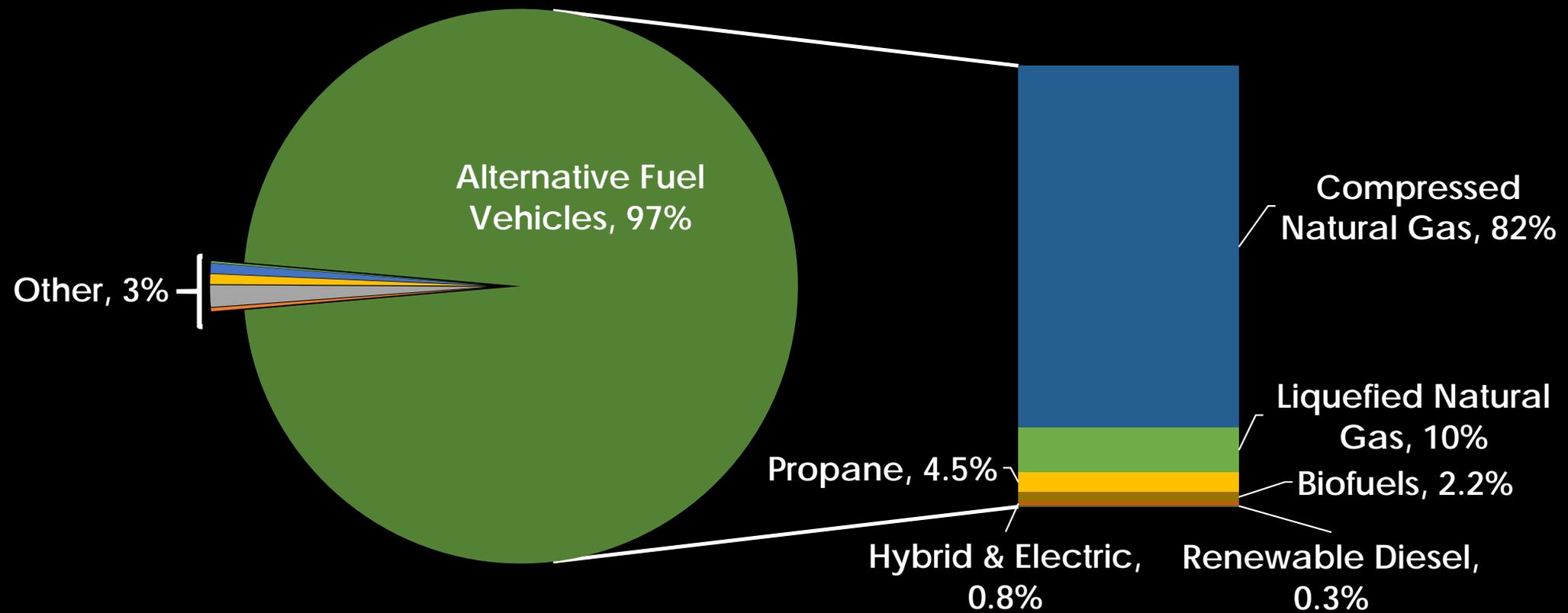


Partnership with DFW Clean Cities



Outreach and Awareness of Air Quality Goals

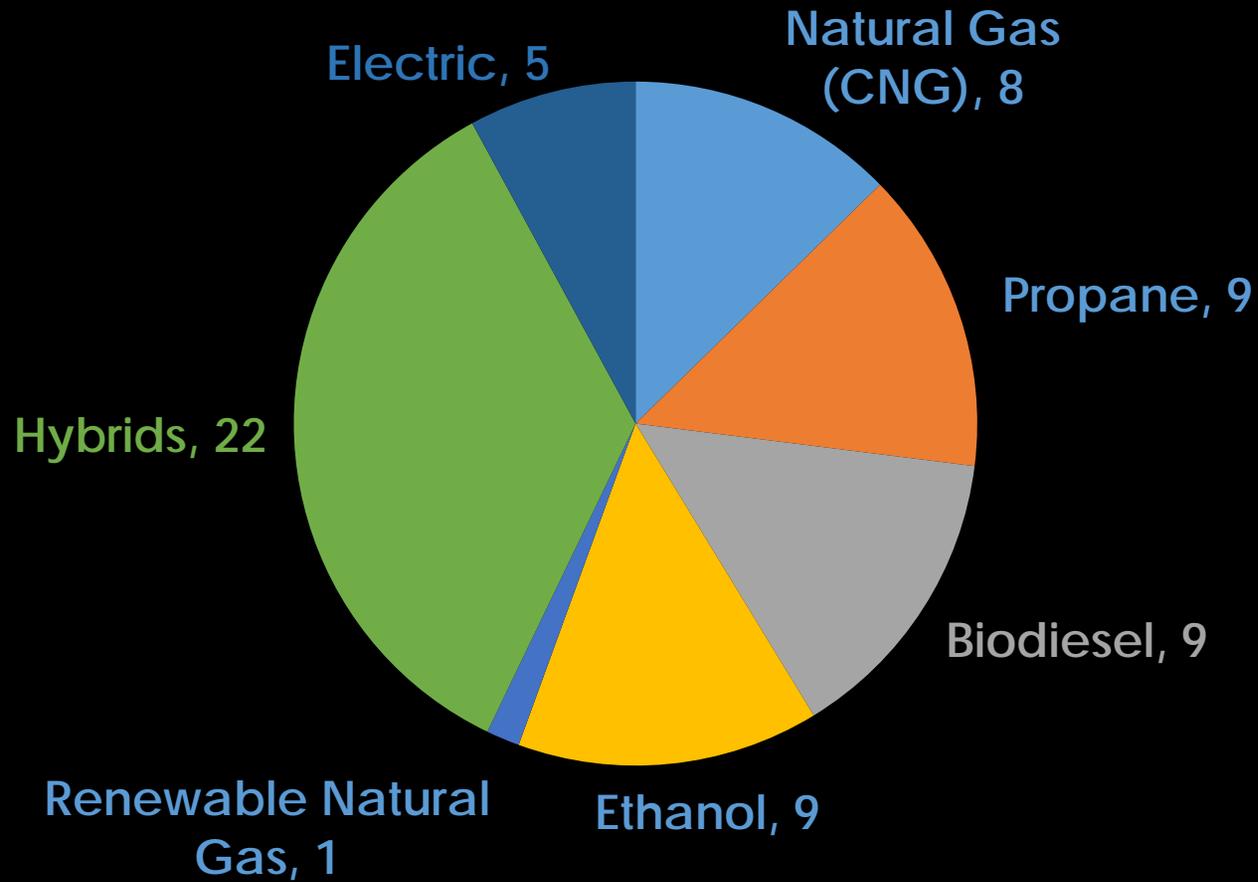
# 2017 Gallons of Gasoline Equivalent Reduced by Strategy and Fuel Type *23.27 Million Gallons*



Other- Idle Reduction, Electric, Off-Road, Vehicle Miles Traveled

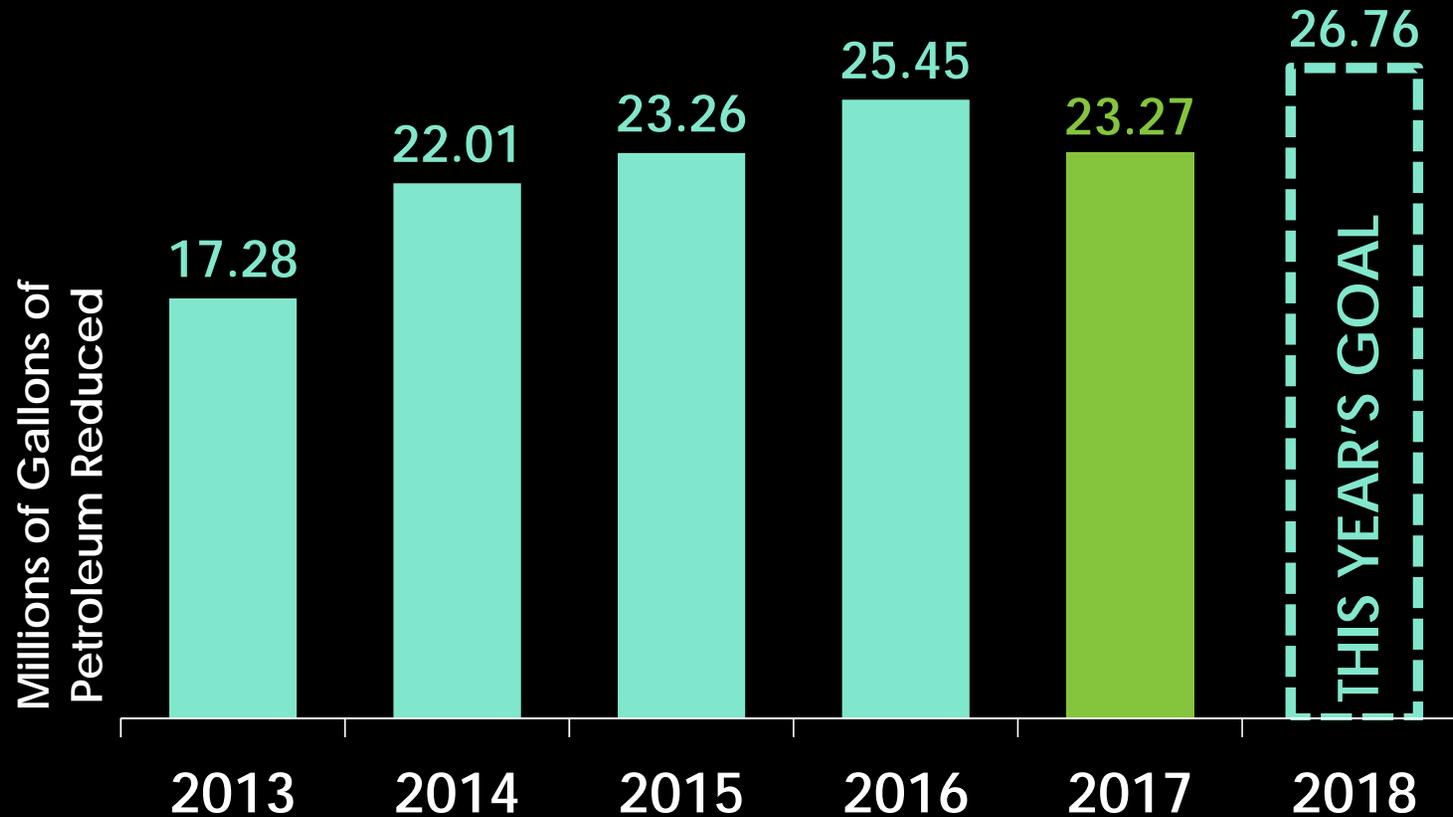
# FLEETS USING ALTERNATIVE FUELS

## 33 REPORTED FLEETS



# DFW Clean Cities Annual Report Results

Fleet Surveys Received: 33



Equal to ~391 Tons of NO<sub>x</sub> Avoided in 2017

# 2018 DFW Clean Cities Fleet Recognition Awards

## ***BRONZE FLEETS***

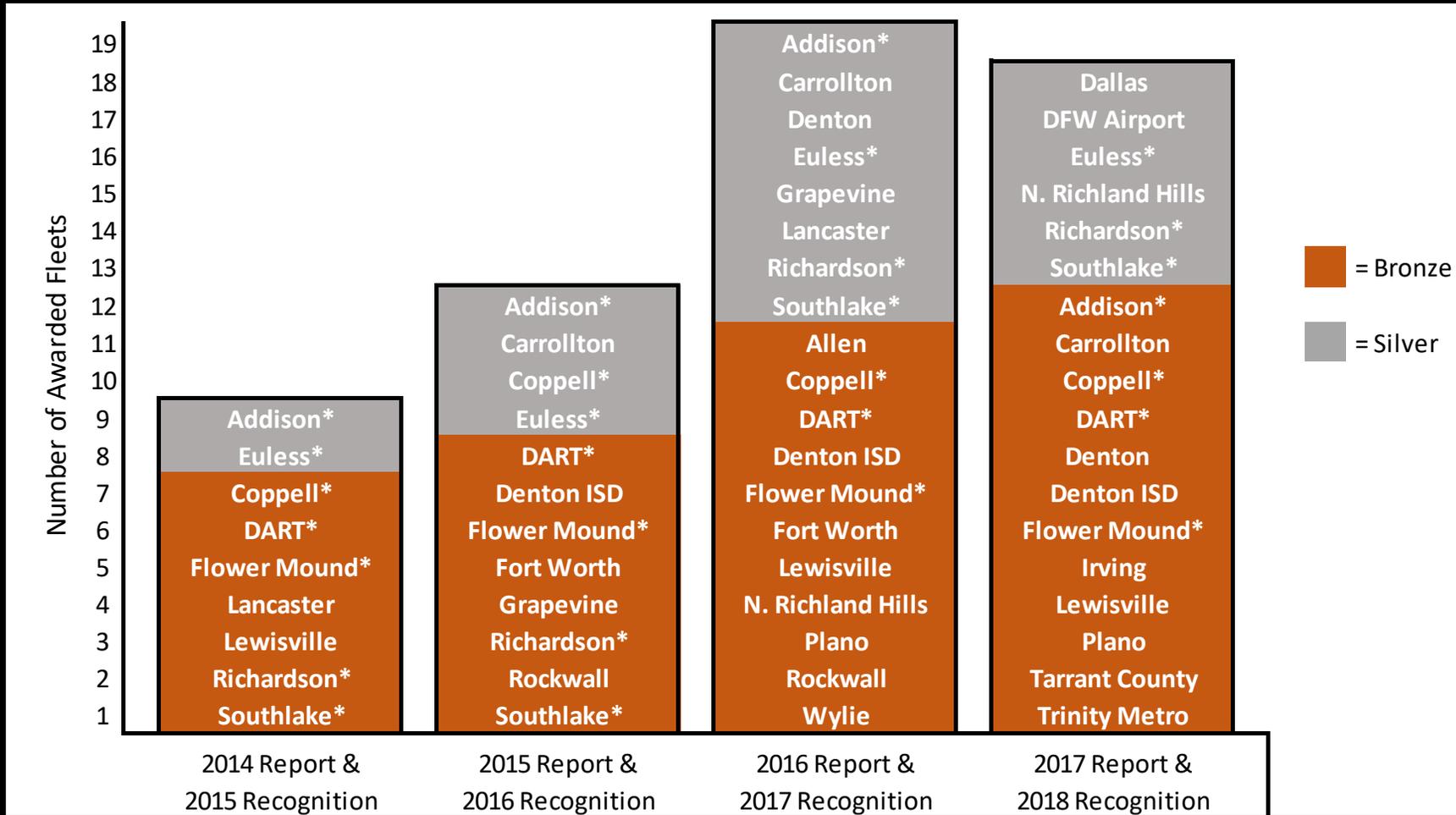
City of Carrollton  
City of Coppell  
City of Denton  
City of Irving  
City of Lewisville  
City of Plano  
Dallas Area Rapid Transit  
Denton ISD  
Tarrant County  
Town of Addison  
Town of Flower Mound  
Trinity Metro

## ***SILVER FLEETS***

City of Dallas  
City of Euless  
City of North Richland Hills  
City of Richardson  
City of Southlake  
DFW Airport

*\*2018 Recognition Based on Reports of 2017 Fleet Activity*

# DFW Clean Cities Fleet Recognition Awards



\*Recognized all 4 years

# Congrats to All Awardees!



# Contacts

**Bailey Muller**

**Senior Air Quality Planner**

**(817) 695-9299**

**Lori Clark**

**Program Manager**

**DFW Clean Cities Coordinator**

**(817) 695-9232**

[www.dfwcleancities.org](http://www.dfwcleancities.org)

[cleancities@nctcog.org](mailto:cleancities@nctcog.org)



**Dallas-Fort Worth  
CLEAN CITIES**

2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships (Round 3)/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Roadway Projects

DRAFT

Shaded projects are proposed for funding

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Project Scoring					Program	Comments		
						CMAQ Federal Amount	STBG Federal Amount	State	Local	Private/Other	TDCs	Total	Eligible for Federal Funds? (Major Collector or Higher)	Safety	Volumes	Level of Service	Are Additional Lanes Warranted?			Total	
City of Burleson or TxDOT Fort Worth	SH 174	From Elk Drive to Hulen Street	Widen from 4 to 6 lanes with sidewalks	2018	ENG	\$0	\$0	\$0	\$1,100,000	\$0	-	\$1,100,000	10	20	25	30	10	95	Strategic Partnerships	TxDOT to pay for match to on-system components; City of Burleson to fund the engineering and right-of-way phases	
				2019	ROW	\$0	\$0	\$0	\$100,000	\$0	-	\$100,000									
				2023	CON	\$590,000	\$4,130,000	\$1,180,000	\$0	\$0	-	\$5,900,000									
City of Garland	Shiloh Road	From Kingsley Road to Miller Road	Widen from 4 to 6 lanes with sidewalks	2023	CON	\$1,000,000	\$13,100,000	\$0	\$400,000	\$0	2,500,000	\$14,500,000	10	15	20	30	10	85	MTP Policy Bundle TDCs	City of Garland to utilize MTP Policy Bundle TDCs in lieu of a local cash match, but given project cost has to contribute an additional \$400k local	
City of Arlington	Collins Street	From Mayfield Road to IH 20	Widen from 4 to 6 lanes		ENG	\$0	\$0	\$0	\$349,590	\$0	-	\$349,590	10	15	20	30	10	85	MTP Policy Bundle TDCs	Engineering phase funded by the City of Arlington	
				2020	ROW	\$0	\$45,000	\$0	\$0	\$0	\$0	9,000									\$45,000
				2023	CON	\$0	\$4,100,000	\$0	\$0	\$0	\$0	820,000									\$4,100,000
City of Fort Worth	Las Vegas Trail	From IH 820 to Shoreview	Widen from 2 to 4 lanes with new sidewalks	2023	CON	\$800,000	\$4,000,000	\$0	\$1,200,000	\$0	-	\$6,000,000	10	10	15	30	10	75	Strategic Partnerships	Local funding is being contributed by the City of White Settlement and the City of Fort Worth (shares to be determined); Tarrant County may contribute and if so, would reduce the RTC share	
City of Grand Prairie or TxDOT Fort Worth	Great Southwest Parkway	From eastbound IH 20 frontage road to westbound IH 20 frontage road	Widen roadway from 4 to 6 lanes with sidewalks		ENG	\$0	\$0	\$0	\$330,300	\$0	-	\$330,300	10	20	15	20	10	75	Strategic Partnerships	City of Grand Prairie to fund engineering, right-of-way, and utility phases; TxDOT to provide state match for construction	
					ROW	\$0	\$0	\$0	\$100,000	\$0	-	\$100,000									
					UTIL	\$0	\$0	\$0	\$100,000	\$0	-	\$100,000									
	2021	CON	\$375,200	\$1,751,200	\$531,600	\$0	\$0	-	\$2,658,000												
City of Grapevine	Fairway Drive	From Marina Drive to SH 26	Widen from 2 to 3 lanes with new 10' shared use path	2021	ENG	\$0	\$338,940	\$0	\$0	\$0	67,788	\$338,940	10	10	10	30	10	70	MTP Policy Bundle TDCs	City of Grapevine to utilize MTP Policy Bundle TDCs in lieu of a local cash match	
				2023	CON	\$117,500	\$2,448,760	\$0	\$0	\$0	513,252	\$2,566,260									
City of Grapevine	Eules-Grapevine Road	From SH 360 to Hughes Road	Widen from 2 to 4 lanes with new sidewalks and install new traffic signal at the intersection of SH 360 frontage road and Eules-Grapevine Road	2021	ENG	\$0	\$224,560	\$0	\$0	\$0	44,912	\$224,560	10	10	10	30	10	70	MTP Policy Bundle TDCs	City of Grapevine to utilize MTP Policy Bundle TDCs in lieu of a local cash match	
				2023	CON	\$323,000	\$1,377,240	\$0	\$0	\$0	340,048	\$1,700,240									
<b>Total Non-Loan Funding</b>						<b>\$3,205,700</b>	<b>\$31,515,700</b>	<b>\$1,711,600</b>	<b>\$3,679,890</b>	<b>\$0</b>	<b>4,295,000</b>	<b>\$40,112,890</b>									
City of Fort Worth	Precinct Line Road	From Trinity Blvd. to Riverfalls Drive	Widen from 2 to 4 lane divided		ENG	\$0	\$0	\$0	\$0	\$1,000,000	-	\$1,000,000	10	10	15	30	10	75	Strategic Partnerships	City of Fort Worth may wish to use MTP Policy Bundle TDCs in lieu of a local cash match; Due to the economic development nature of this project, it is proposed for funding as an RTC Loan	
				2023	CON	\$0	\$4,240,000	\$0	\$1,060,000	\$0	-	\$5,300,000									
City of Fort Worth	Trinity Boulevard	From IH 820 to Salado Trail	Reconstruct 4 lane undivided to 4 lane divided context sensitive roadway, including 10' and 12' sidewalks		ENG	\$0	\$0	\$0	\$1,100,000	\$100,000	-	\$1,200,000	10	10	15	20	10	65	Strategic Partnerships	City of Fort Worth may wish to use MTP Policy Bundle TDCs in lieu of a local cash match; Due to the economic development nature of this project, it is proposed for funding as an RTC Loan	
					UTIL	\$0	\$0	\$0	\$1,000,000	\$0	-	\$1,000,000									
				2021	CON	\$1,000,000	\$8,920,000	\$0	\$2,480,000	\$0	-	\$12,400,000									
City of Fort Worth	Trinity Boulevard	From Salado Trail to Precinct Line Road	Reconstruct 4 lane undivided to 4 lane divided, including 10' and 12' sidewalks	2023	CON	\$600,000	\$3,000,000	\$0	\$900,000	\$0	-	\$4,500,000	10	10	15	20	10	65	Strategic Partnerships	City of Fort Worth may wish to use MTP Policy Bundle TDCs in lieu of a local cash match; Due to the economic development nature of this project, it is proposed for funding as an RTC Loan	
<b>Total Loan Funding</b>						<b>\$1,600,000</b>	<b>\$16,160,000</b>	<b>\$0</b>	<b>\$6,540,000</b>	<b>\$1,100,000</b>	<b>0</b>	<b>\$25,400,000</b>									
City of Arlington	Sublett Road	From Joplin Road to City Limits	Widen from 2 to 3/4 lanes with bicycle lanes and sidewalks	2018	ENG	\$0	\$0	\$0	\$647,000	\$0	-	\$647,000	10	10	10	20	10	60	MTP Policy Bundle TDCs		
				2020	ROW	\$0	\$2,533,000	\$0	\$0	\$0	506,600	\$2,533,000									
				2021	CON	\$1,750,000	\$6,254,000	\$0	\$0	\$0	1,600,800	\$8,004,000									

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships (Round 3)/Intersection Improvements/MTP Policy Bundle TDCs**  
**Draft Recommendations: Roadway Projects**

**DRAFT**

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Project Scoring					Program	Comments	
						CMAQ Federal Amount	STBG Federal Amount	State	Local	Private/Other	TDCs	Total	Eligible for Federal Funds? (Major Collector or Higher)	Safety	Volumes	Level of Service	Are Additional Lanes Warranted?			Total
City of Arlington	Turner Warnell Road	From Business 287 to US 287	Widen from 2 to 4 lanes with sidewalk improvements; Construct roundabout at Russell Curry Road intersection	2021	ENG	\$81,500	\$1,599,000	\$0	\$0	\$0	336,100	\$1,680,500	10	10	10	20	10	60	MTP Policy Bundle TDCs	
				2022	ROW	\$619,000	\$2,077,000	\$0	\$0	\$0	539,200	\$2,696,000								
				2023	CON	\$3,047,000	\$9,547,000	\$0	\$0	\$0	2,518,800	\$12,594,000								
City of Grapevine	SW Grapevine Parkway	From SH 26 to Mustang Drive	Construct 0 to 4 lane divided roadway with new sidewalks and new traffic signal at the intersection of Mustang and SW Grapevine Pkwy	2020	ENG	\$0	\$511,500	\$0	\$0	\$0	102,300	\$511,500	10	0	10	30	10	60	MTP Policy Bundle TDCs	
				2021	ROW	\$0	\$443,700	\$0	\$0	\$0	88,740	\$443,700								
				2021	CON	\$390,000	\$3,748,500	\$0	\$0	\$0	827,700	\$4,138,500								
City of Grapevine	Eules-Grapevine Road	From Hughes Road to Glade Road	Widen 2 lanes undivided to 3 lanes undivided with sidewalk improvements	2020	ENG	\$0	\$407,000	\$0	\$0	\$0	81,400	\$407,000	10	10	10	20	10	60	MTP Policy Bundle TDCs	
				2021	CON	\$117,500	\$3,175,500	\$0	\$0	\$0	658,600	\$3,293,000								
City of McKinney	Silverado Trail	From Custer Road to Rowlett Creek	Widen from 2 lanes to 4 lanes divided with sidewalks; Construct bridge over Rowlett Creek	2020	ENG	\$0	\$250,000	\$0	\$0	\$0	50,000	\$250,000	10	10	10	10	N/A	40	MTP Policy Bundle TDCs	
				2021	CON	\$375,000	\$1,125,000	\$0	\$0	\$0	300,000	\$1,500,000								
City of Arlington	Pleasant Ridge Road	From Plumwood Drive to Enchanted Bay Boulevard	Construct 0 to 3 lane roadway with new sidewalks and a side path	2020	ENG	\$0	\$0	\$0	\$1,200,000	\$0	-	\$1,200,000	10	0	10	10	0	30	MTP Policy Bundle TDCs	
				2022	CON	\$1,425,000	\$7,107,000	\$0	\$0	\$0	1,706,400	\$8,532,000								
City of McKinney	Laud Howell Parkway	From FM 1461/Lake Forest Drive to Hardin Blvd.	Construct 0 to 2 lane roadway including a bridge over Honey Creek	2018	ENG	\$0	\$0	\$0	\$0	\$0	-	\$0	10	0	10	10	0	30	MTP Policy Bundle TDCs	
				2020	ROW	\$0	\$2,000,000	\$0	\$0	\$0	400,000	\$2,000,000								
				2021	CON	\$0	\$20,000,000	\$0	\$0	\$0	4,000,000	\$20,000,000								
City of McKinney	Wilmeth Road	From Custer Road to Ridge Road	Construct 0 to 2 lane roadway, including intersection improvements at Custer and Wilmeth	2020	ENG	\$0	\$500,000	\$0	\$0	\$0	100,000	\$500,000	10	0	10	10	0	30	MTP Policy Bundle TDCs	
				2020	ROW	\$0	\$1,500,000	\$0	\$0	\$0	300,000	\$1,500,000								
				2021	CON	\$500,000	\$7,500,000	\$0	\$0	\$0	1,600,000	\$8,000,000								
TxDOT Dallas	IH 35E	From Manana Drive to Royal Lane	Construct 0 to 2 lane frontage road	2025	CON	\$0	\$12,687,896	\$3,171,974	\$0	\$0	-	\$15,859,870	10	0	10	10	0	30	Strategic Partnerships	
TxDOT Dallas	FM 6	From SH 78 to County Line	Widen shoulders and construct other safety enhancements										N/A	N/A	N/A	N/A	N/A	N/A	Strategic Partnerships	Project is not ready at this time (specific scope has not been determined), so removed from consideration

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships (Round 3)/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Roadway Projects**

**DRAFT**

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding							Project Scoring					Program	Comments	
						CMAQ Federal Amount	STBG Federal Amount	State	Local	Private/Other	TDCs	Total	Eligible for Federal Funds? (Major Collector or Higher)	Safety	Volumes	Level of Service	Are Additional Lanes Warranted?			Total
City of Dallas	University Hills	From IH 20 to Camp Wisdom				\$0	\$500,000	\$0	\$0		-	\$500,000	N/A	N/A	N/A	N/A	N/A	N/A	Strategic Partnerships	Project will be included in the existing Wheatland Rd project scope (TIP 25025/CSJ 0918-47-992)
City of Dallas	Lancaster Avenue	From Mentor Avenue to 52nd Street											N/A	N/A	N/A	N/A	N/A	N/A	Strategic Partnerships	Project is not ready at this time (specific scope has not been determined), so removed from consideration by the City of Dallas

Notes:  
Maximum of 100 points available

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships (Round 3)/Intersection Improvements/MTP Policy Bundle TDCs**  
**Draft Recommendations: Intersection Improvement Projects**

**DRAFT**

*Shaded projects are proposed for funding*

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Project Scoring						Program	Comments
						CMAQ Federal Amount	STBG Federal Amount	State	Local	TDCs	Total	Safety	AQ Benefits (Pounds/Day of NOx)	Cost Effectiveness (Cost/Pound of NOx Over Project Life)	Volumes	Level of Service	Total		
TxDOT Dallas	FM 544	At FM 1378 (Country Club Road)	Construct a left turn lane (from eastbound FM 544 to northbound FM 1378)	2021	CON	\$1,320,000	\$0	\$330,000	\$0	-	\$1,650,000	15	10	20	25	20	90	Intersection Improvements	
TxDOT Dallas	US 80	At SH 205/FM 148	Construct intersection improvements (sidewalks and turn lanes)	2021	CON	\$7,152,486	\$0	\$1,788,122	\$0	-	\$8,940,608	15	5	15	25	15	75	Intersection Improvements	
TxDOT Dallas	FM 1378	From North of FM 3286 to South of FM 3286	Construct intersection improvements (sidewalks and turn lanes)	2022	CON	\$941,778	\$0	\$235,445	\$0	-	\$1,177,223	15	5	20	10	25	75	Intersection Improvements	
City of Ennis	IH 45	At SH 34/Ennis Avenue	Construct Texas U-turns along with dedicated left turn lanes and traffic signal improvements/retiming	2021	CON	\$4,320,000	\$0	\$1,080,000	\$0	-	\$5,400,000	15	5	15	15	20	70	Strategic Partnerships	
City of Colleyville	Glade Road	At Bluebonnet Drive	Lower Bluebonnet Drive to eliminate a 3-way stop		ENG	\$0	\$0	\$0	\$150,000	-	\$150,000	5	10	20	5	25	65	Intersection Improvements	City of Colleyville to pay for engineering, right-of-way, and utility phases
					ROW	\$0	\$0	\$0	\$90,000	-	\$90,000								
					UTIL	\$0	\$0	\$0	\$150,000	-	\$150,000								
				2021	CON	\$1,200,000	\$0	\$0	\$300,000	-	\$1,500,000								
TxDOT Dallas	SH 34 Partnership with Kaufman County	At Kings Creek Drive or other project(s) along SH 34	Construct left and right turn lanes	2019	CON	\$1,000,000	\$0	\$250,000	\$0	-	\$1,250,000	5	5	15	10	25	60	Intersection Improvements	Staff to coordinate with Kaufman County and TxDOT regarding next increment of projects/funding on SH 34
City of Fort Worth	Business 287/ North Main Street	At North Hangar entrance	Add right turn lanes for southbound traffic	2020	ENG	\$10,400	\$0	\$0	\$0	10,400	\$10,400	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Funding for this project (\$224,800 CMAQ) initially awarded through the CMAQ/STBG: Safety, Innovative Construction, and Emergency Projects program; City of Fort Worth is requesting to use TDCs in lieu of a local cash match; Extra funding needed to make project 100% federally funded
				2021	UTIL	\$7,000	\$0	\$0	\$0	7,000	\$7,000								
				2021	CON	\$38,800	\$0	\$0	\$0	38,800	\$38,800								
City of Fort Worth	Business 287/ North Main Street	At North Hangar entrance	Add right turn lane for southbound traffic into airport's northern entrance (main entrance for jet fuel trucks)	2020	ENG	\$10,400	\$0	\$0	\$0	10,400	\$10,400	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Funding for this project (\$192,000 CMAQ) initially awarded through the CMAQ/STBG: Safety, Innovative Construction, and Emergency Projects program; City of Fort Worth is requesting to use TDCs in lieu of a local cash match; Extra funding needed to make project 100% federally funded
				2021	UTIL	\$2,000	\$0	\$0	\$0	2,000	\$2,000								
				2021	CON	\$35,600	\$0	\$0	\$0	35,600	\$35,600								
<b>Total</b>						<b>\$16,038,464</b>	<b>\$0</b>	<b>\$3,683,566</b>	<b>\$690,000</b>	<b>104,200</b>	<b>\$20,412,030</b>								
City of Colleyville	Cheek-Sparger Road	At Bedford Road	Construct roundabout at intersection		ENG	\$0	\$0	\$0	\$150,000	-	\$150,000	5	5	20	10	25	65	Intersection Improvements	Need updated policy position regarding Cheek-Sparger from the City of Colleyville before considering funding for this roadway
					UTIL	\$0	\$0	\$0	\$60,000	-	\$60,000								
				2021	CON	\$1,200,000	\$0	\$0	\$300,000	-	\$1,500,000								
City of Colleyville	Glade Road	At Riverwalk Drive	Construct roundabout at intersection		ENG	\$0	\$0	\$0	\$200,000	-	\$200,000	5	5	15	10	25	60	Intersection Improvements	
					ROW	\$0	\$0	\$0	\$120,000	-	\$120,000								
					UTIL	\$0	\$0	\$0	\$210,000	-	\$210,000								
				2020	CON	\$1,680,000	\$0	\$0	\$420,000	-	\$2,100,000								
City of Colleyville	McDonwell School Road	At Westcoat Drive	Construct roundabout at intersection		ENG	\$0	\$0	\$0	\$110,000	-	\$110,000	5	5	20	5	20	55	Intersection Improvements	
					ROW	\$0	\$0	\$0	\$35,000	-	\$35,000								
					UTIL	\$0	\$0	\$0	\$110,000	-	\$110,000								
				2020	CON	\$880,000	\$0	\$0	\$220,000	-	\$1,100,000								

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships (Round 3)/Intersection Improvements/MTP Policy Bundle TDCs**  
**Draft Recommendations: Intersection Improvement Projects**

**DRAFT**

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Project Scoring					Program	Comments	
						CMAQ Federal Amount	STBG Federal Amount	State	Local	TDCs	Total	Safety	AQ Benefits (Pounds/Day of NOx)	Cost Effectiveness (Cost/Pound of NOx Over Project Life)	Volumes	Level of Service			Total
City of Dallas	Jefferson	At Van Buren	Construct pedestrian improvements including crosswalks, ADA ramps, and new traffic signal	2020	ENG	\$26,500	\$0	\$0	\$0	5,300	\$26,500	10	5	20	5	15	55	MTP Policy Bundle TDCs	
				2021	CON	\$238,500	\$0	\$0	\$0	47,700	\$238,500								
City of Dallas, Dallas County, UP	SL 12	At Carbondale Street	Construct improvements to the Loop 12 and Carbondale entrance/exit including new sidewalks		ENG	\$0	\$265,320	\$66,330	\$0	-	\$331,650	5	5	10	5	25	50	MTP Policy Bundle TDCs	On hold; Awaiting community decisions
					CON	\$0	\$622,440	\$155,610	\$0	-	\$778,050								
City of Fort Worth	Heritage Trace Parkway	At Waterbend South	Construct grade separation	2020	ENG	\$0	\$3,799,500	\$0	\$0	759,900	\$3,799,500	0	0	10	5	25	40	MTP Policy Bundle TDCs	On hold; Project will be considered as part of a larger program that addresses the railroad system in the future
				2021	CON	\$0	\$33,734,000	\$0	\$0	6,746,800	\$33,734,000								
City of Garland	Bass Pro Drive	At IH 30	Widen from 2 lane undivided to 4 lane divided including a 12 foot wide bike/pedestrian trail between Zion Road and Chaha Road, reconfigure the Frontage roads as a conventional diamond interchange, and remove the jug handle ramps		CON	\$0	\$0	\$0	\$0	1,000,000	\$60,000,000	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Project removed from consideration by the City of Garland
City of Garland	Rosehill Road	At IH 30	Reconstruct 4 lane undivided to 4 lane divided roadway including a 12 ft. wide bike/ped trail from 1,200 ft. north of the IH 30 centerline to 750 ft. south of the IH 30 centerline, reconfigure the Frontage roads as a conventional diamond interchange, remove jug handle ramps, and grade reversals		CON	\$0	\$0	\$0	\$0	1,000,000	\$84,000,000	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Project removed from consideration by the City of Garland
TxDOT Dallas	IH 35E	At Bear Creek	Construct U-turn lanes	2022	CON	\$1,440,000	\$0	\$360,000	\$0	-	\$1,800,000	N/A	N/A	N/A	N/A	N/A	N/A	Intersection Improvements	Project removed from consideration by TxDOT Dallas
TxDOT Dallas	IH 45	At Dowdy Ferry Road	Intersection improvements (sidewalks and turn lanes)	2019	CON	\$1,024,954	\$0	\$256,238	\$0	-	\$1,281,192	N/A	N/A	N/A	N/A	N/A	N/A	Intersection Improvements	Project not far enough in design process to determine specific scope
TxDOT Dallas	US 67	At Lake Ridge Parkway	Construct interchange	2021	CON	\$16,000,000	\$0	\$2,000,000	\$2,000,000	-	\$20,000,000	N/A	N/A	N/A	N/A	N/A	N/A	Intersection Improvements	Project to be considered through 10 Year Plan with Category 2 funds
City of Fort Worth	West Long Avenue	At Lincoln Avenue	Construct left and right turn lanes		CON	\$682,000	\$0	\$0	\$0	136,400	\$682,000	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Project previously evaluated through the CMAQ/STBG: Safety, Innovative Construction, and Emergency Projects Program and was not recommended for funding

Notes:  
 Maximum of 100 points available

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs**  
**Draft Recommendations: Bicycle/Pedestrian Projects**

**DRAFT**

*Shaded projects are proposed for funding*

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding				Project Scoring						Program	Comments	
						CMAQ Federal Amount	Local	TDCs	Total	Does the Project Provide a Safety Benefit?	User Forecasts (Projected Bicycle and Pedestrian Users)	Air Quality Benefits (Pounds/Day of NOx)	Cost Effectiveness (Cost/Pound of NOx Over Project Life)	Does Project Provide or Improve Access to Transit?	Does the Project Implement the Mobility Plan?			Total
City of Dallas	SOPAC Trail	From intersection of Greenville Avenue and Meadow to Northaven Trail	Construct shared use path	2020	ENG	\$400,000	\$0	80,000	\$400,000	10	20	15	20	15	20	100	MTP Policy Bundle TDCs	City of Dallas to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2022	CON	\$3,600,000	\$0	720,000	\$3,600,000									
City of Dallas	KCS Trail Connector	From LBJ/Skillman DART Station to Richardson City Limits	Construct shared use path	2020	ENG	\$400,000	\$0	80,000	\$400,000	10	15	15	20	15	20	95	MTP Policy Bundle TDCs	City of Dallas to utilize MTP Policy Bundle TDCs in lieu of a local cash match; Need an agreement with KCS Railroad within 12 months of RTC approval
				2022	CON	\$3,600,000	\$0	720,000	\$3,600,000									
City of Richardson	US 75 Northbound Frontage Road	From Renner Road to W. City Line Drive	Widen US 75 southbound frontage road bridge over Spring Creek to construct 10' trail	2021	ENG	\$450,000	\$0	90,000	\$450,000	10	15	10	20	15	20	90	MTP Policy Bundle TDCs	City of Richardson to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2022	ROW	\$25,000	\$0	5,000	\$25,000									
				2023	CON	\$2,500,000	\$0	500,000	\$2,500,000									
City of Richardson	US 75 Southbound Frontage Road	From Renner Road to PGBT	Widen US 75 southbound frontage road bridge over Spring Creek to construct 10' trail	2021	ENG	\$450,000	\$0	90,000	\$450,000	10	15	10	20	15	20	90	MTP Policy Bundle TDCs	City of Richardson to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2022	ROW	\$25,000	\$0	5,000	\$25,000									
				2023	CON	\$2,500,000	\$0	500,000	\$2,500,000									
City of Farmers Branch	Westside Art Trail	From Campion Trail to Mercer Parkway and from Emerald Street to Denton Drive	Construct 12' shared use path	2021	CON	\$4,545,725	\$0	909,145	\$4,545,725	10	15	15	15	15	20	90	MTP Policy Bundle TDCs	City of Farmers Branch to utilize MTP Policy Bundle TDCs in lieu of a local cash match
<b>Total</b>						<b>\$18,495,725</b>	<b>\$0</b>	<b>3,699,145</b>	<b>18,495,725</b>									
City of Fort Worth	CentrePort Trail	From CentrePort Station to City limits	Construct 12' shared use path	2020	ENG	\$127,973	\$0	25,595	\$127,973	10	10	10	10	15	20	75	MTP Policy Bundle TDCs	Project funded by the RTC separately on 10/11/18 in order to complete the Dallas to Fort Worth Trail; City of Fort Worth is utilizing MTP Policy Bundle TDCs in lieu of a local cash match
					ROW	\$165,200	\$0	33,040	\$165,200									
					CON	\$5,118,938	\$0	1,023,788	\$5,118,938									
City of Grapevine	Cotton Belt Trail	From Texan Trail to west of DFW North Station	Construct 12' shared use path	2020	ENG	\$247,066	\$0	-	\$247,066	10	10	5	10	15	20	70	MTP Policy Bundle TDCs	
				2021	CON	\$1,530,800	\$0	306,160	\$1,530,800									
City of Lewisville	DCTA Trail	From College Parkway to Mill Street	Construct 12' shared use path with wayfinding signage	2021	CON	\$1,600,000	\$0	320,000	\$1,600,000	10	10	5	10	15	20	70	MTP Policy Bundle TDCs	
City of Plano	Plano Transit Village Veloweb	At Plano Parkway	Signalize existing path in rail right-of-way road crossing at Plano Parkway	2019	ENG	\$0	\$150,946	-	\$150,946	10	20	N/A	N/A	15	20	65	MTP Policy Bundle TDCs	
				2020	CON	\$754,730	\$0	150,946	\$754,730									
City of Plano	Preston Ridge Trail	From Park Blvd. to McDermott Road	Signalize existing path/6 lane divided arterials with HAWK signals	2019	ENG	\$0	\$268,371	-	\$268,371	10	20	N/A	N/A	15	20	65	MTP Policy Bundle TDCs	
				2020	CON	\$1,341,855	\$0	267,371	\$1,341,855									
City of Colleyville	Glade Road	From SH 26 to Pool Road	Construct 10' trail along north side of Glade Rd and connect various existing, but separated short trail segments		ENG	\$0	\$100,000	-	\$100,000	0	10	5	15	0	20	50	Strategic Partnerships	
					ROW	\$0	\$65,000	-	\$65,000									
					UTIL	\$0	\$100,000	-	\$100,000									
				2020	CON	\$800,000	\$200,000	-	\$1,000,000									
City of Arlington	Division Street	From Collins Street to Cooper Street	Construct new sidewalks	2020	CON	\$2,100,000	\$0	420,000	\$2,100,000	10	10	5	10	0	10	45	MTP Policy Bundle TDCs	Need a comprehensive vision for Division before considering
<b>Cotton Belt Projects in Eastern Subregion Being Considered for State Funding, so Not Evaluated in this Program</b>																		
City of Dallas	Cotton Belt Trail	From Richardson City Limits to Addison City Limits	Construct shared use path		ENG	\$157,085	\$0	31,417	\$157,085								MTP Policy Bundle TDCs	
					CON	\$1,270,964	\$0	254,193	\$1,270,964									
City of Richardson	Cotton Belt Trail	Segment CBT24	Construct shared use path		ENG	\$100,000	\$0	20,000	\$100,000								MTP Policy Bundle TDCs	
					ROW	\$150,000	\$0	30,000	\$150,000									
					CON	\$2,392,775	\$0	478,555	\$2,392,775									
City of Plano	Cotton Belt Trail	From 12th Street to Shiloh Road	Construct new 12' shared use path in rail right-of-way with signalized crossings	2020	CON	\$3,865,268	\$0	773,054	\$3,865,268							MTP Policy Bundle TDCs		

Notes:  
Maximum of 100 points available

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs**  
**Draft Recommendations: Complete Streets/Context-Sensitive Design Projects**

**DRAFT**

*Shaded projects are proposed for funding*

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding					Project Scoring										Program	Comments
						CMAQ Federal Amount	STBG Federal Amount	Local	TDCs	Total	Pedestrian Friendly Streetscape	Context Sensitive Design	Planning	Public Engagement	Redevelopment Opportunities	Transit Connection Opportunities	Zoning	Mixed Use	Safety	Total		
City of Dallas	West Commerce	From Fort Worth Avenue to Riverfront	Reduce from 6 to 4 lanes with sidewalk improvements and bicycle lanes	2020	ENG	\$570,000	\$0	\$0	114,000	\$570,000	10	10	10	10	10	10	10	10	20	100	MTP Policy Bundle TDCs	City of Dallas to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2023	CON	\$2,700,000	\$5,000,000	\$0	1,540,000	\$7,700,000												
City of Fort Worth	Horne Street	From Vickery Blvd. to Camp Bowie Blvd.	Widen from 2 to 3 lanes with bicycle lanes, pedestrian/sidewalk improvements, and traffic signal improvements	2022	ENG	\$0	\$1,613,179	\$0	322,636	\$1,613,179	10	10	10	10	10	10	10	10	20	100	MTP Policy Bundle TDCs	City of Fort Worth to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2023	CON	\$2,127,635	\$4,075,480	\$0	1,240,623	\$6,203,115												
City of Dallas	Park Lane	From Greenville Avenue to Hemlock Avenue; Park Lane at Greenville Avenue	Reconstruct roadway to accommodate bicycle lane and sidewalks from Greenville Ave to Hemlock Ave; Intersection improvements at Shady Brook and 5-Point intersections; Restripe pavement to accommodate 4 through lanes with left turn lanes and bicycle lanes	2020	ENG	\$559,390	\$0	\$0	111,878	\$559,390	10	10	10	10	10	10	10	10	20	100	MTP Policy Bundle TDCs	City of Dallas to utilize MTP Policy Bundle TDCs in lieu of a local cash match; Staff proposes to fund part of this project
				2022	CON	\$7,662,535	\$0	\$0	1,532,507	\$7,662,535												
City of Fort Worth	University Drive	From Trail Drive to Rosedale Bridge	Pedestrian improvements including new and widened sidewalks, crosswalks, wayfinding signage, and traffic signals	2020	ENG	\$984,655	\$0	\$0	196,931	\$984,655	10	10	10	10	0	10	0	0	20	70	MTP Policy Bundle TDCs	City of Fort Worth to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2022	CON	\$7,098,940	\$0	\$0	1,419,788	\$7,098,940												
City of McKinney	East Louisiana Street	From SH 5 to Throckmorton Street	Reconstruct from 2 to 2 lanes including on-street parking, roundabout at the intersection of East Louisiana and Greenville St, & sidewalk improvements	2021	ENG	\$0	\$180,000	\$0	36,000	\$180,000	10	10	10	10	10	0	10	0	10	70	MTP Policy Bundle TDCs	City of McKinney to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2022	UTIL	\$0	\$0	\$100,000	-	\$100,000												
				2023	CON	\$1,735,000	\$1,765,000	\$0	700,000	\$3,500,000												
<b>Total</b>						<b>\$23,438,155</b>	<b>\$12,633,659</b>	<b>\$100,000</b>	<b>7,214,363</b>	<b>\$36,171,814</b>												
City of Dallas	Abrams	From Mockingbird to Gaston	Reconstruct from 4 to 4 lanes with bicycle lanes and new/widened sidewalks	2020	ENG	\$800,000	\$0	\$0	160,000	\$800,000	10	10	10	0	0	10	0	0	20	60	MTP Policy Bundle TDCs	
				2021	CON	\$7,200,000	\$0	\$0	1,440,000	\$7,200,000												
City of Dallas	Lake June	From West of US 175 to East of US 175	Reconstruct and widen bridge from 2 to 4 lanes with bicycle lane and new sidewalks	2020	ENG	\$0	\$1,000,000	\$0	200,000	\$1,000,000	10	10	10	0	10	10	10	0	0	60	MTP Policy Bundle TDCs	
				2021	CON	\$0	\$9,000,000	\$0	1,800,000	\$9,000,000												
City of Dallas	Camp Wisdom	From Mountain Creek to Eagle Ford	Widen 2 to 4 lane roadway with sidewalks and a shared use path	2020	ENG	\$440,000	\$0	\$0	88,000	\$440,000	10	10	10	0	0	0	0	0	10	40	MTP Policy Bundle TDCs	
				2021	CON	\$3,960,000	\$0	\$0	792,000	\$3,960,000												
City of Dallas	Meadowcreek	From Arapaho to IH 635	"Complete Streets project" with widened sidewalks	2020	ENG	\$0	\$650,000	\$0	130,000	\$650,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	MTP Policy Bundle TDCs	Project removed from consideration by the City of Dallas
				2021	CON	\$0	\$5,850,000	\$0	1,170,000	\$5,850,000												

Notes:  
Maximum of 100 points available

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs**  
**Draft Recommendations: Strategic Partnerships**

**DRAFT**

*Shaded projects are proposed for funding*

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Program	Comments
						CMAQ Federal Amount	STBG Federal Amount	RTR	Local	Private/Other	Total		
City of Dallas/TxDOT Dallas	Klyde Warren Park Expansion	From St. Paul to Akard	Construct extension of existing deck park	2019	ENG	\$0	\$0	\$0	\$0	\$9,875,000	\$9,875,000	Strategic Partnerships	RTC funds to pay for deck structure only; City of Dallas to contribute \$10,000,000 in bond funds; RTC to be paid back \$10,000,000 over time from sources to be determined by the City of Dallas and private sector partners; City of Dallas will implement the utility improvements, and TxDOT will implement the deck improvements
				2021	UTIL	\$0	\$0	\$0	\$3,850,000	\$0	\$3,850,000		
				2022, 2023, 2024	CON	\$0	\$30,000,000	\$0	\$0	\$30,896,875	\$60,896,875		
DART	Southern Dallas County TMA	N/A	Create a Transportation Management Association (TMA) that reduces demand for an over capacity network; Reduce single occupancy trips by implementing TMA programs	2019, 2020	IMP	\$1,000,000	\$0	\$0	\$250,000	\$0	\$1,250,000	Strategic Partnerships	
City of Denton	Bonnie Brae Street	From Windsor Dr to US 77	Widen from 2/4 lanes to 4 lanes divided with sidewalks and 10' shared use path		ENG	\$0	\$0	\$0	\$1,455,882	\$0	\$1,455,882	Strategic Partnerships	City of Denton is funding engineering phase; Denton County to contribute funding (assuming at least \$2,000,000 in addition to local match)
				2019	ROW	\$0	\$1,589,200	\$0	\$397,300	\$0	\$1,986,500		
				2022	CON	\$360,000	\$9,111,600	\$0	\$4,867,900	\$0	\$14,339,500		
City of Fort Worth	TRE Station	At Trinity Lakes	Construct transit station and associated park-and-ride	2020	CON	\$4,500,000	\$0	\$0	\$3,000,000	\$0	\$7,500,000	Strategic Partnerships	Local funding to be contributed by Trinity Metro for the construction of the TRE Station
City of Fort Worth	Trinity Trail	From Trinity Blvd to Trinity Lakes Station	Construct shared use path	2019	ENG	\$32,214	\$0	\$0	\$8,053	\$0	\$40,267	Strategic Partnerships	City of Fort Worth may wish to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2021	CON	\$297,974	\$0	\$0	\$74,493	\$0	\$372,467		
City of North Richland Hills	Smithfield Transit-Oriented Development Project	On Cardinal Lane from TEXRail Station to FM 1938; On Center Street from Main Street to Railroad tracks; On Main Street from Smithfield Rd to FM 1938; On Snider Street from Main St to Railroad tracks; FM 1938 at Northeast Pkwy; On FM 1938 from Main St to Odell St and along north side of DART ROW; On Smithfield Rd from Railroad tracks to Arthur	Construct 0 to 2 lane roadway with on-street parking and new sidewalks; Construct 2 lane roadway with on-street parking and sidewalks; Reconstruct from 2 to 2 lanes with on-street parking and widened sidewalks; Construct 2 lane roadway with on-street parking and sidewalks; Install traffic signal; Construct 8' sidewalk on west side of Davis Blvd; Construct 0 to 3 lane roadway	2019	ENG	\$0	\$0	\$311,852	\$77,963	\$0	\$389,815	Strategic Partnerships	Project to be funded with RTR-121 DA2 funds as part of a swap between the Eastern and Western subregions
				2020	ROW	\$0	\$0	\$374,222	\$93,555	\$0	\$467,777		
				2021	CON	\$0	\$0	\$3,118,516	\$779,629	\$0	\$3,898,145		
City of North Richland Hills	Smithfield Rd	Smithfield Rd, Main St, Center St, Railroad	Landbanking	2019	IMP	\$0	\$0	\$2,000,000	\$500,000	\$0	\$2,500,000	Strategic Partnerships	RTC funds to be paid back over time
<b>Total</b>						<b>\$6,190,188</b>	<b>\$40,700,800</b>	<b>\$5,804,590</b>	<b>\$15,354,775</b>	<b>\$40,771,875</b>	<b>\$108,822,228</b>		

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Strategic Partnerships**

**DRAFT**

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Program	Comments
						CMAQ Federal Amount	STBG Federal Amount	RTR	Local	Private/Other	Total		
City of Arlington	General Motors Freight Mover					\$0	\$0	\$0	\$0	-	\$0		Awaiting City of Arlington's feedback
City of Dallas	SM Wright		Before and after air quality monitoring study for SM Wright Project		IMP	\$0	\$500,000	\$0	\$0	100,000	\$500,000		Not enough information available to review the project at this time
City of Dallas	Zaragosa Elementary Safe Routes to School		Implement recommendations from the 2017 SRTS Plan for Zaragosa Elementary		CON	\$345,175	\$0	\$0	\$0	69,035	\$345,175	MTP Policy Bundle TDCs	Project may be funded through another program
City of Denton	Bonnie Brae Street	From US 380 to Windsor Drive	Reconstruct from 4 lanes undivided to 4 lanes divided with sidewalks and 10' shared use path		ENG	\$0	\$0	\$0	\$926,470	\$0	-	Strategic Partnerships	
					ROW	\$0	\$1,000,784	\$0	\$250,196	\$0	-		
					CON	\$45,000	\$7,251,000	\$0	\$1,824,000	\$0	-		
City of Denton	Bonnie Brae Street	From Scripture St to US 380	Reconstruct from 4 lanes undivided to 4 lanes divided with sidewalks and 10' shared use path		ENG	\$0	\$0	\$0	\$960,000	\$0	-	Strategic Partnerships	
					ROW	\$0	\$1,508,000	\$0	\$0	\$0	-		
					CON	\$375,000	\$7,769,000	\$0	\$2,036,000	\$0	-		
City of Denton	Bonnie Brae Street	From US 77 to US 288	Construct 0 to 4 lane divided roadway with sidewalks and 10' shared use path		ENG	\$254,118	\$0	\$0	\$63,529	\$0	-	Strategic Partnerships	
					ROW	\$0	\$329,280	\$0	\$82,320	\$0	-		
					CON	\$2,507,840	\$0	\$0	\$626,960	\$0	-		

**2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Intelligent Transportation System/Traffic Signal Projects**

**DRAFT**

*Shaded projects are proposed for funding*

Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding				Total Score	Program	Comments
						CMAQ Federal Amount	Local	TDCs	Total			
City of Grapevine	Northwest Highway and SH 26	From West SH 114 to SH 121	Installation of ITS fiber and ITS equipment	2020	ENG	\$141,820	\$0	28,364	\$141,820	60	MTP Policy Bundle TDCs	City of Grapevine to utilize MTP Policy Bundle TDCs in lieu of a local cash match
				2021	CON	\$1,078,180	\$0	215,636	\$1,078,180			
<b>Total</b>						<b>\$1,220,000</b>	<b>\$0</b>	<b>244,000</b>	<b>\$1,220,000</b>			
City of Grapevine	Northwest Hwy and SH 26	From Park Blvd to Grapevine Mills Trl	Signal and Pedestrian Modifications	2020	ENG	\$863,940	\$0	172,788	\$863,940	N/A	MTP Policy Bundle TDCs	Project not recommended for funding; Signals proposed for reconstruction are still functional
				2021	CON	\$6,626,060	\$0	1,325,212	\$6,626,060			
City of Grapevine	Southlake Blvd	From E. State Hwy 114 to W. State Hwy 114	Detection Upgrade	2020	ENG	\$7,760	\$0	1,552	\$7,760	N/A	MTP Policy Bundle TDCs	Project not recommended for funding; Project includes locations that have an Adaptive system with a 15-year lifespan that was installed in 2012
				2021	CON	\$62,300	\$0	12,460	\$62,300			
City of Cedar Hill	ITS/Signal Monitoring Program		Implement ITS/Signal Monitoring program		IMP	\$860,000	\$90,000	100,000	\$950,000	N/A	MTP Policy Bundle TDCs	Not enough information provided to review project at this time; ITS Master Plan set to be completed Spring 2019; Project can be re-submitted for consideration at that time

Notes:  
Maximum of 100 points available

**Evaluation Methodology For  
2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Roadway Projects**

Safety (# of crashes from 2013-2017)	Air Quality Benefits (NOx reduction in lbs/day)	Level of Service	Are Additional Lanes Warranted?	Eligible for Federal Funds (Major Collector or higher on FFCS)?
≥ 101= 20	≥ 40,000 = 30	F = 30	Yes = 10	Yes = 10
51-100= 15	30,000-39,999 = 25	DE = 20	No = 0	No = 0
1-50= 10	20,000-29,999 = 20	ABC = 10		
	10,000-19,999 = 15			
	≤ 9,999 = 10			

Notes:

Projects may receive a maximum possible score of 100.

FFCS = Federal Functional Classification System

NOx = Nitrogen Oxides

Source of crash data: Texas Department of Transportation

**Evaluation Methodology For  
2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Intersection Projects**

Safety (# of crashes from 2013-2017)	Air Quality Benefits (NOx reduction in lbs/day)	Cost Effectiveness (Cost/lb of NOx reduced over project life)	Traffic Volumes	Level of Service
≥ 45 = 15	> 2 lbs/day = 15	≤ \$999 = 20	≥ 40,000 = 25	F = 25
21-44 = 10	1.01-2 lbs/day = 10	\$1,000-\$4,999 = 15	30,000-39,999 = 20	DE = 20
1-20 = 5	0.01-1.0 lbs/day = 5	≥ \$5,000 = 10	20,000-29,999 = 15	ABC = 15
			10,000-19,999 = 10	
			≤ 9,999 = 5	

Notes:

Projects may receive a maximum possible score of 100.

NOx = Nitrogen Oxides

Source of crash data: Texas Department of Transportation

**Evaluation Methodology For  
2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Bicycle/Pedestrian Projects**

Does the Project Provide a Safety Benefit?	Implementation of the MTP/Regional Veloweb	Cost Effectiveness (Cost/lb of NOx reduced over project life)	User Forecasts	Does the Project Provide or Improve Access to Transit?	Air Quality Benefits (NOx reduction in lbs/day)
Yes = 10	Regional Veloweb Connection = 20	≤ \$50 = 20	≥ 10,000 = 20	Yes = 15	> 10 lbs/day = 15
No = 0	Implements MTP Policies/Programs = 10	\$51-\$100 = 15	5,001-9,999 = 15	No = 0	5.01-9.99 lbs/day = 10
		≥ \$100 = 10	≤ 5,000 = 10		0.01-5.00 lbs/day = 5

**Notes:**

Projects may receive a maximum possible score of 100.

MTP = Metropolitan Transportation Plan

NOx = Nitrogen Oxides

**Evaluation Methodology For  
2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDCs  
Draft Recommendations: Complete Streets Projects**

Pedestrian Friendly Streetscape	Context Sensitive Design	Planning	Public Engagement	Redevelopment Opportunities	Transit Connection Opportunities	Zoning	Mixed Use	Safety (# of crashes from 2013-2017)
Yes = 10	Yes = 10	Yes = 10	Yes = 10	Yes = 10	Yes = 10	Yes = 10	Yes = 10	≥ 151 = 20
No = 0	No = 0	No = 0	No = 0	No = 0	No = 0	No = 0	No = 0	51-150 = 15
								≤ 50 = 10

Notes:

Projects may receive a maximum possible score of 100.

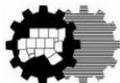
Source of crash data: Texas Department of Transportation

# **2017-2018 CMAQ/STBG\* FUNDING: STRATEGIC PARTNERSHIPS ROUND 3, INTERSECTION IMPROVEMENTS, AND METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE TRANSPORTATION DEVELOPMENT CREDIT (TDC) PROGRAM**

Surface Transportation Technical Committee

October 26, 2018

\* Congestion Mitigation and Air Quality Improvement Program/  
Surface Transportation Block Grant



North Central Texas  
Council of Governments  
Transportation Department

# CMAQ/STBG FUNDING PROGRAMS

## STATUS

## PROGRAM

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

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

# STRATEGIC PARTNERSHIPS ROUND 3

- Purpose
  - Coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage non-Regional Transportation Council (RTC) funds, and advance project development
- Eligibility criteria considered:
  - Local partners are contributing more than the standard 20% match (overmatching the federal funds or paying for design, right-of-way, etc.),
  - Project has multiple non-RTC stakeholders/contributors, or
  - Project is of strategic importance within/to the region

# INTERSECTION IMPROVEMENTS

- Purpose
  - Coordinate with local agencies and TxDOT to identify intersections that need safety and traffic flow improvements
- Selection criteria considered:
  - Project addresses a safety issue (history of vehicle crashes)
  - Air quality benefits
  - Cost effectiveness
  - Current volumes
  - Level of service

# MTP POLICY BUNDLE TDC PROGRAM

- Purpose
  - Provide agencies with an opportunity to use MTP Policy Bundle TDCs on federally eligible local projects
- Eligibility criteria considered:
  - New project
  - Project must be eligible to receive federal funds under Title 23 (Highway Program) or Title 49 (Transit Program) of United States Code
- Selection criteria considered (more details can be found in the Committee mail out):
  - Current Volumes
  - Air Quality benefits the project yields
  - Cost effectiveness
  - Are additional lanes warranted?
  - Level of Service
  - Project addresses a safety issue (history of vehicle crashes)

# PROJECT REVIEW PROCESS

- Projects were divided into project types and evaluated against each other.
- Project types:
  - Roadways
  - Intersections
  - Bicycle/Pedestrian
  - Complete Streets/Context-Sensitive Design
  - Intelligent Transportation Systems (ITS)/Traffic Signals
  - Strategic Partnerships

# PROPOSED FUNDING TARGETS

PROJECT CATEGORY	PROPOSED TARGET <sup>1</sup>
Roadways	\$50,000,000
Intersections	\$15,000,000
Bicycle/Pedestrian	\$20,000,000
Complete Streets	\$35,000,000
Strategic Partnerships	\$50,000,000
ITS/Traffic Signals	\$1,000,000
<b>TOTAL</b>	<b>\$171,000,000<sup>2</sup></b>

1: Federal amounts only

2: With these targets, there is still \$191M of CMAQ and \$84M of STBG funds remaining to be programmed in FY 2019-2023

# EAST/WEST FUNDING DISTRIBUTION

<b>CATEGORY</b>	<b>EASTERN SUBREGION</b>	<b>WESTERN SUBREGION</b>
<b>CMAQ</b>	<b>\$48,816,914</b>	<b>\$21,371,318</b>
<b>Funding Share</b>	<b>69.5%</b>	<b>30.5%</b>

<b>CATEGORY</b>	<b>EASTERN SUBREGION</b>	<b>WESTERN SUBREGION</b>
<b>STBG</b>	<b>\$60,745,800</b>	<b>\$40,264,359</b>
<b>Funding Share</b>	<b>60.1%</b>	<b>39.9%</b>

Staff also proposes to fund a project in North Richland Hills with Regional Toll Revenue (RTR) funds in order to help balance the overall East/West Equity; Staff proposes to move Dallas County RTR funds to Tarrant County

# SUMMARY OF PROPOSED FUNDING RECOMMENDATION

PROJECT TYPE	PROPOSED CMAQ FUNDS	PROPOSED STBG FUNDS	PROPOSED RTR FUNDS	PROPOSED NON-RTC FUNDING	TDCs	TOTAL
Roadways	\$4,805,700	\$47,675,700	\$0	\$13,031,490	4,295,000	\$65,512,890
Intersections	\$16,038,464	\$0	\$0	\$4,373,566	104,200	\$20,412,030
Bicycle/Pedestrian	\$18,495,725	\$0	\$0	\$0	3,699,145	\$18,495,725
Complete Streets	\$23,438,155	\$12,633,659	\$0	\$100,000	7,214,363	\$36,171,814
Strategic Partnerships	\$6,190,188	\$40,700,800	\$5,804,590	\$56,126,650	0	\$108,822,228
ITS/Traffic Signals	\$1,220,000	\$0	\$0	\$0	244,000	\$1,220,000
<b>TOTAL</b>	<b>\$70,188,232</b>	<b>\$101,010,159</b>	<b>\$5,804,590</b>	<b>\$73,631,706</b>	<b>15,556,708</b>	<b>\$250,634,687</b>

# APPROVAL TIMELINE

<b>MEETING/TASK</b>	<b>DATE</b>
STTC Information	October 26, 2018
RTC Information	November 8, 2018
Public Meetings	November 2018
STTC Action	December 7, 2018
RTC Action	December 13, 2018

Please send any questions or comments to staff early in the timeline, so they can be resolved in a timely manner.

# QUESTIONS?

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# 511DFW and EcoTrafiX

Surface Transportation Technical Committee

Marian Thompson, P.E.  
October 26, 2018



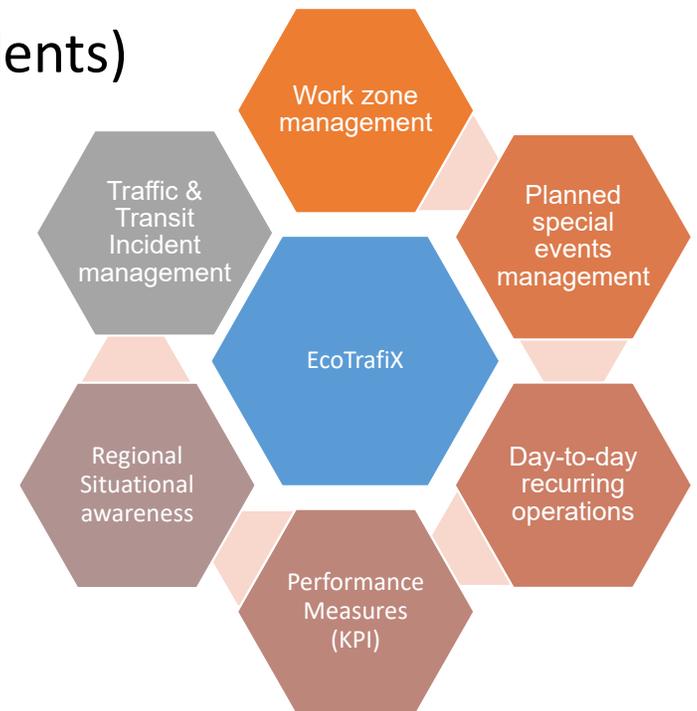
North Central Texas  
Council of Governments

# 511DFW and EcoTrafIX

- Regional Traveler Information System
- Integrate Data from Various Sources
  - TxDOT (Speeds, DMS, CCTV images, Incidents)
  - Cities
  - Waze (bidirectional, filtered, unfiltered)
  - HERE Speed, Travel Time, Trip Planner
  - Others
- Transit Data and Trip Planner

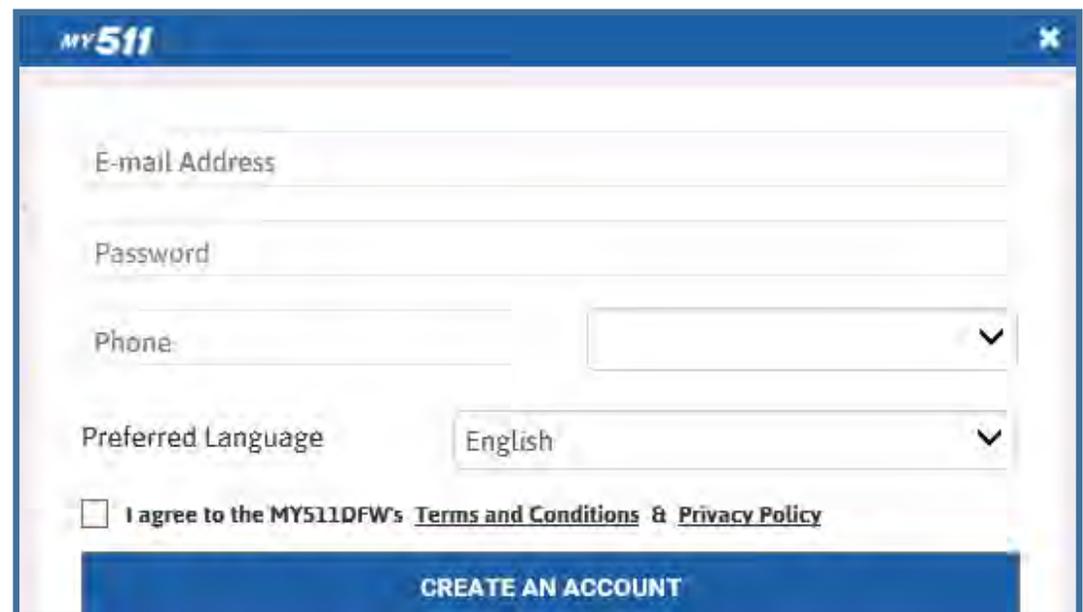


*BEGIN YOUR TRIP HERE.*



# 511DFW and EcoTrafIX Components

- Website: 511DFW.org
- **My511 - Personalized Website**
- Dial 511 - Interactive Voice Response
- Mobile App
- All of the Above in Spanish
- Information Exchange Network
- Data Archive
- Performance Measures
- Open API



The image shows a screenshot of a web browser window titled "my511". The window contains a registration form with the following fields and elements:

- E-mail Address:** A text input field.
- Password:** A text input field.
- Phone:** A text input field followed by a dropdown menu with a downward arrow.
- Preferred Language:** A dropdown menu currently displaying "English" with a downward arrow.
- Agreement:** A checkbox followed by the text "I agree to the MY511DFW's [Terms and Conditions](#) & [Privacy Policy](#)".
- Button:** A blue button at the bottom of the form labeled "CREATE AN ACCOUNT".

# 511DFW Freeway and Arterial Speed Display

**511DFW**  
BEGIN YOUR TRIP HERE.  
(877) 511-3255

**The new 511DFW has launched!**

**Speeds**

- Light traffic
- Moderate traffic
- Heavy traffic
- No data available

**Layers**

**Traffic**

- INCIDENTS
- CONSTRUCTION
- SPECIAL EVENTS
- WAZE EVENTS
- TRAFFIC SPEEDS**
- HOV/TOLL LANES
- CAMERAS
- MESSAGE SIGNS
- PARKING

**Transit**

- TRANSIT INCIDENTS
- TRANSIT CONSTRUCTION
- RAIL
- BUS STOP

**Weather**

- WEATHER ALERT
- WEATHER FORECAST
- RADAR OVERLAY

**Other**

- EV CHARGING STATIONS

**Map Options**

Refresh Rate: 5 mins  
Save Map | Display Map | Clear Map

# 511DFW Incidents Display

The screenshot displays the 511DFW Incidents Display interface. At the top left, the 511DFW logo is prominent, with the text "BEGIN YOUR TRIP HERE. (877) 511-3255" below it. A yellow banner at the top center reads "The new 511DFW has launched!". The main area is a map of the Dallas-Fort Worth metropolitan area, showing major highways and city names. Several red exclamation mark icons are placed on the map, indicating incident locations. A search bar at the top right contains the text "Search 511DFW". To the right of the map is a sidebar menu titled "Layers" with a close button. The menu is organized into sections: "Traffic" (INCIDENTS, CONSTRUCTION, SPECIAL EVENTS, WAZE EVENTS), "Transit" (TRANSIT INCIDENTS, TRANSIT CONSTRUCTION, RAIL, BUS STOP), "Weather" (WEATHER ALERT, WEATHER FORECAST, RADAR OVERLAY), and "Other" (EV CHARGING STATIONS). Below the menu, there are "Map Options" including "Refresh Rate" set to "5 mins" and buttons for "Save Map", "Display Map", and "Clear Map". At the bottom right, there are social media icons for Facebook and Twitter, and a "MY 511" logo.

# 511DFW Waze Events Display

The screenshot displays the 511DFW Waze Events Display interface. At the top left, there is a blue header with the 511DFW logo and the text "BEGIN YOUR TRIP HERE. (877) 511-3255". A yellow banner at the top center reads "The new 511DFW has launched!". The main area is a map of the Fort Worth metropolitan area, showing various roads and landmarks. The map is overlaid with numerous blue and yellow circular markers, representing events. A search bar at the top right of the map area contains the text "Search 511DFW". On the right side, there is a sidebar menu with the following sections:

- Traffic**
  - INCIDENTS
  - CONSTRUCTION
  - SPECIAL EVENTS
  - WAZE EVENTS**
  - TRAFFIC SPEEDS
- Transit**
  - HOV/TOLL LANES
  - CAMERAS
  - MESSAGE SIGNS
  - PARKING
  - TRANSIT INCIDENTS
  - TRANSIT CONSTRUCTION
  - RAIL
  - BUS STOP
- Weather**
  - WEATHER ALERT
  - WEATHER FORECAST
  - RADAR OVERLAY
- Other**
  - EV CHARGING STATIONS
- Map Options**
  - Refresh Rate: 5 mins
  - Save Map | Display Map | Clear Map

At the bottom right, there are social media icons for Facebook and Twitter, and a "MY 511" logo. The Google logo is visible in the bottom left corner of the map area.

# 511DFW Transit Rail Display

**511DFW**  
BEGIN YOUR TRIP HERE.  
(877) 511-3255

**The new 511DFW has launched!**

Like 43 Follow English

Search 511DFW

**Layers**

- Traffic**
  - INCIDENTS
  - CONSTRUCTION
  - SPECIAL EVENTS
  - WAZE EVENTS
  - TRAFFIC SPEEDS
  - HOV/TOLL LANES
  - CAMERAS
  - MESSAGE SIGNS
  - PARKING
- Transit**
  - TRANSIT INCIDENTS
  - TRANSIT CONSTRUCTION
  - RAIL**
  - BUS STOP
- Weather**
  - WEATHER ALERT
  - WEATHER FORECAST
  - RADAR OVERLAY
- Other**
  - EV CHARGING STATIONS
- Map Options**
  - Refresh Rate: 5 mins
  - Save Map | Display Map | Clear Map

Map Satellite

Google

7

# 511DFW Transit Bus Stops Display

**511DFW**  
BEGIN YOUR TRIP HERE.  
(877) 511-3255

**The new 511DFW has launched!**

Search 511DFW

Like 43 Follow English

**Select Bus Routes**

ORGANIZATION: DART

- Route 2 HATCHER
- Route 205 ADDISON TC EXPRESS
- Route 206 GLENN HEIGHTS EXPRESS
- Route 208 NORTHWEST PLANO PARK & RIDE
- Route 21 RED BIRD TRANSIT CENTER
- Route 210 JACK HATCHELL EXPRESS
- Route 211 LEGACY/TOYOTA
- Route 24 MOCK STA/McMILLAN
- Route 26 HATCHER STATION
- Route 27 HINES/PARKLAND RAIL STATION

Showing 1 to 148 of 148 entries

OK

**Layers**

**Traffic**

- INCIDENTS
- CONSTRUCTION
- SPECIAL EVENTS
- WAZE EVENTS
- TRAFFIC SPEEDS
- HOV/TOLL LANES
- CAMERAS
- MESSAGE SIGNS
- PARKING

**Transit**

- TRANSIT INCIDENTS
- TRANSIT CONSTRUCTION
- RAIL
- BUS STOP

**Weather**

- WEATHER ALERT
- WEATHER FORECAST
- RADAR OVERLAY

**Other**

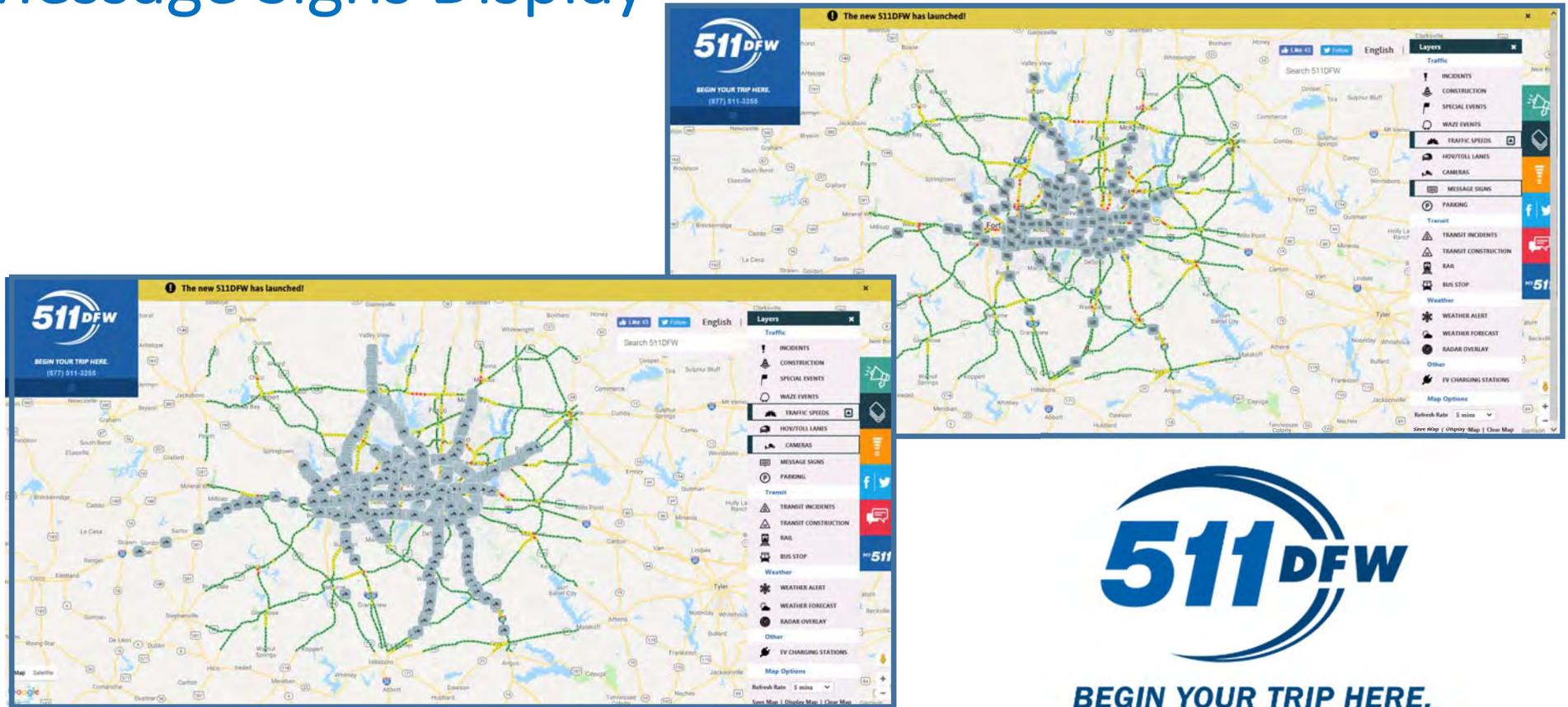
- EV CHARGING STATIONS

**Map Options**

Refresh Rate: 5 mins

Save Map | Display Map | Clear Map

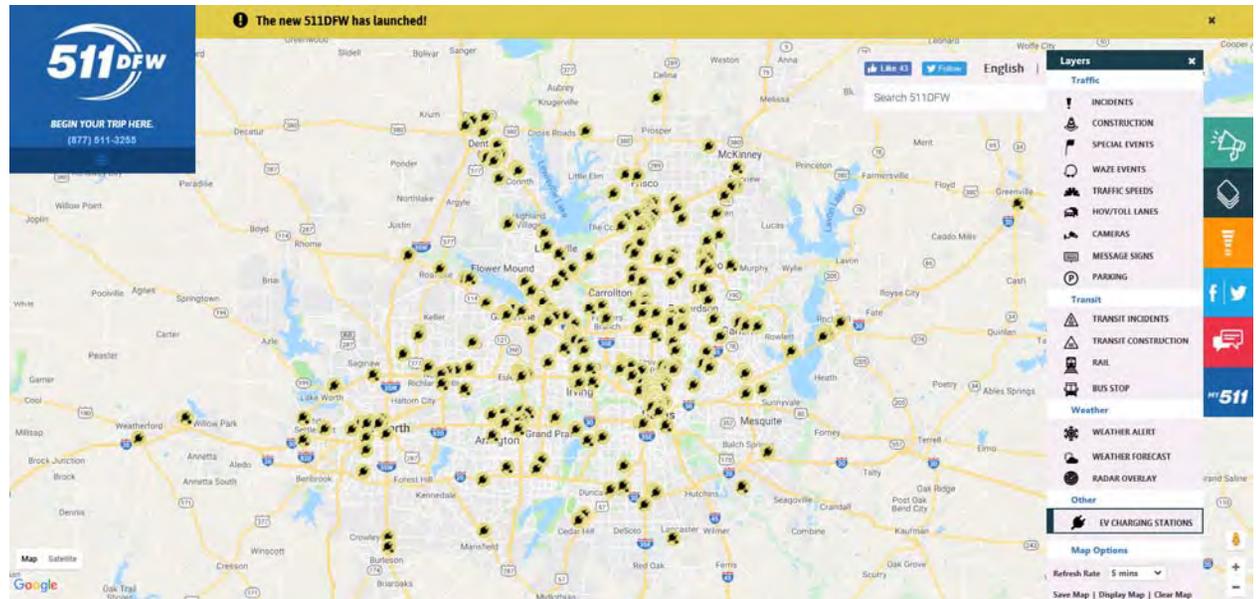
# Regional Closed Circuit Television and Dynamic Message Signs Display



**511DFW**  
**BEGIN YOUR TRIP HERE.**

# 511DFW and EcoTrafIX Components Recent and Future Enhancements

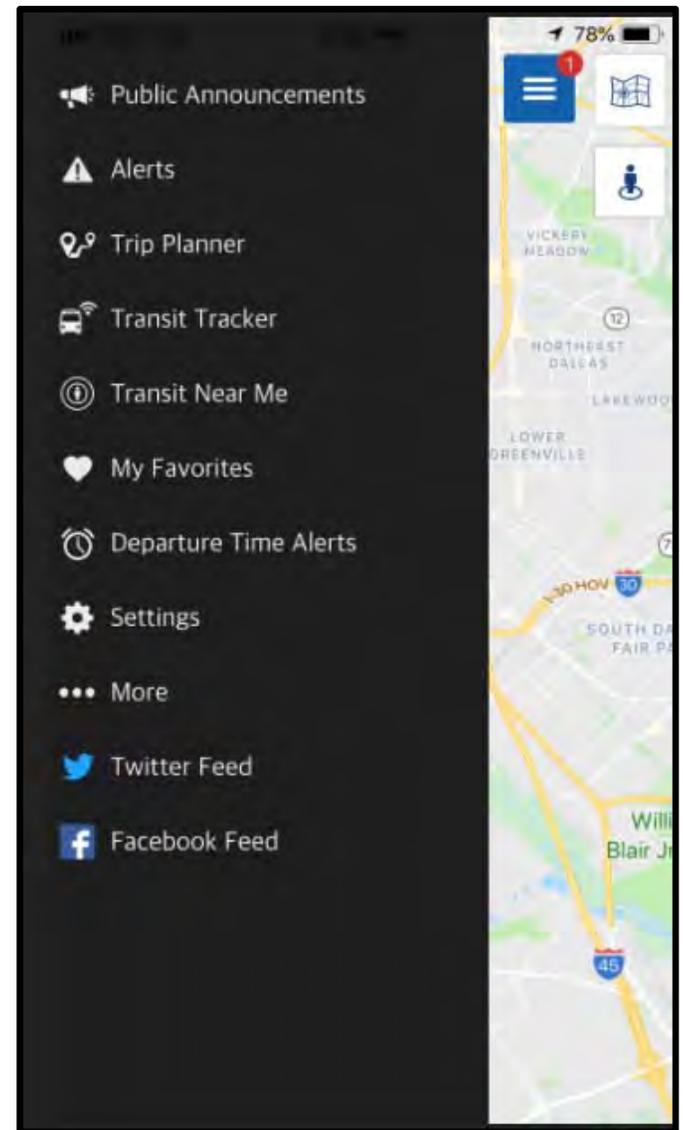
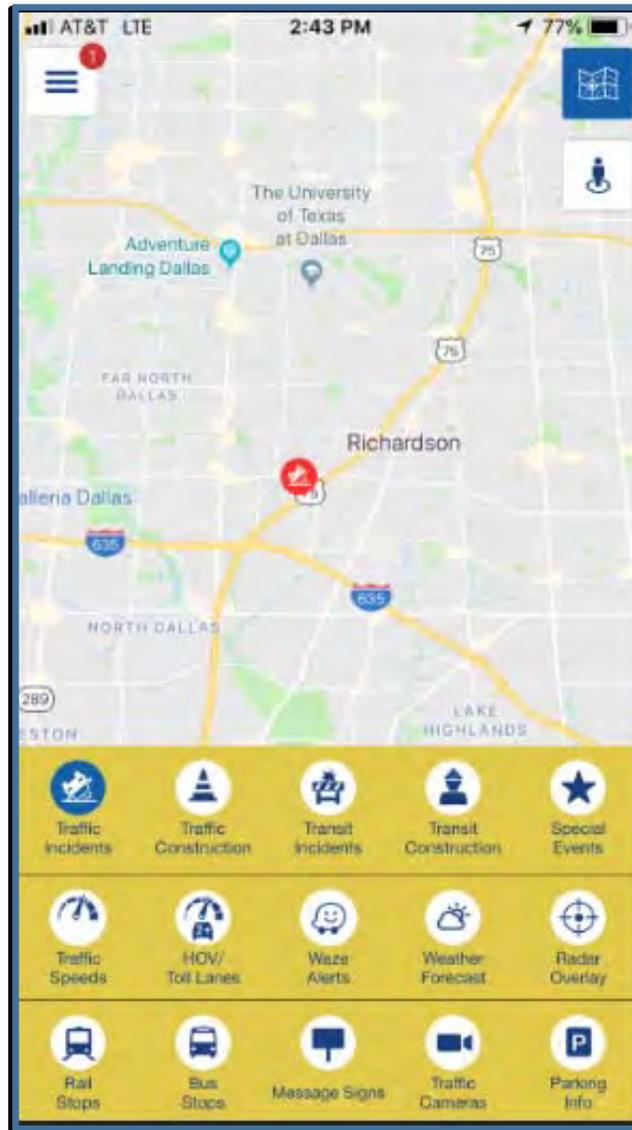
- EV Charging Stations
- Bike/Ped Routes
- Freeway Motorist Assistance
- Future:
  - Traffic Signal Control Module
  - Flood data
  - Parking
  - Wrong Way Driving
  - Marketing and Outreach



# 511DFW App Display



**BEGIN YOUR TRIP HERE.**



# Questions or comments?

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**817-695-9280**



**BEGIN YOUR TRIP HERE.**

**Marian Thompson, P.E.**

**[mthompson@nctcog.org](mailto:mthompson@nctcog.org)**

**817-608-2336**

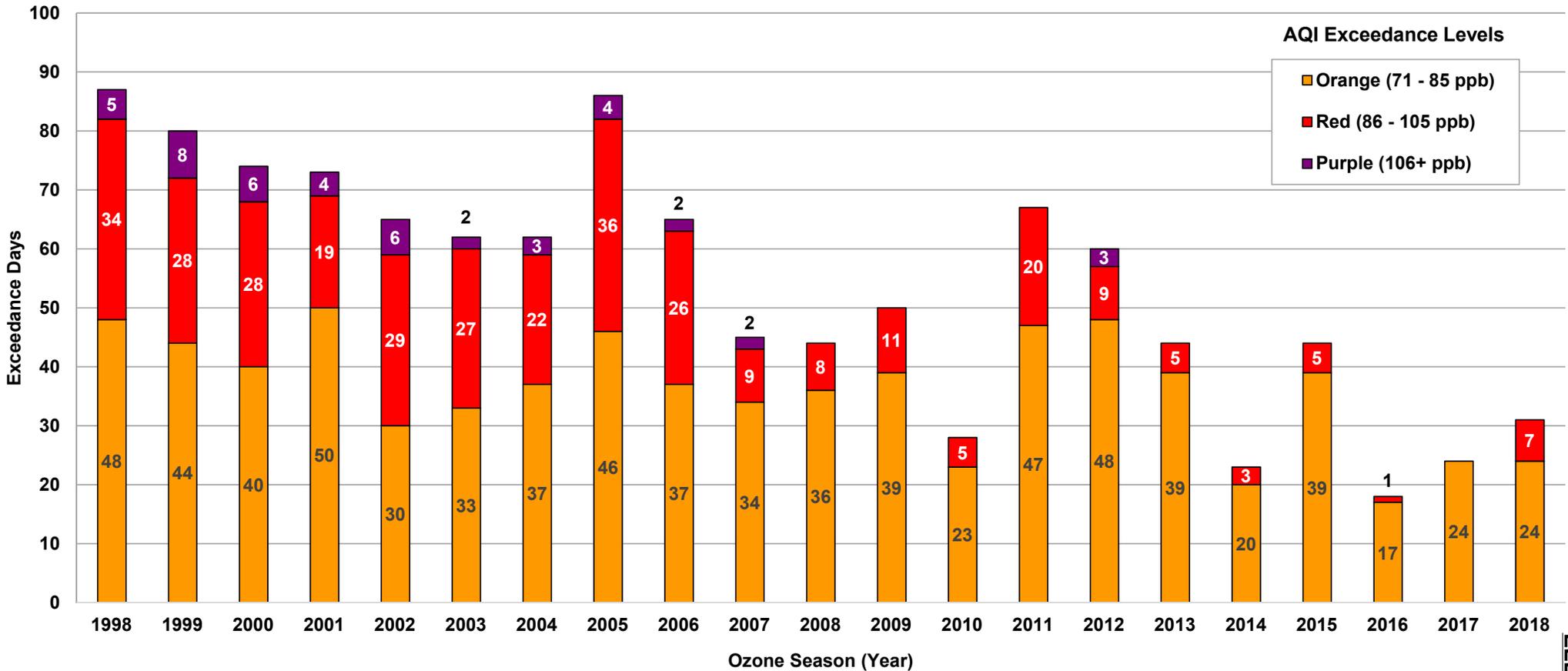
**Eric Quintana**

**[equintana@nctcog.org](mailto:equintana@nctcog.org)**

**817-608-2381**

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of October 15, 2018)

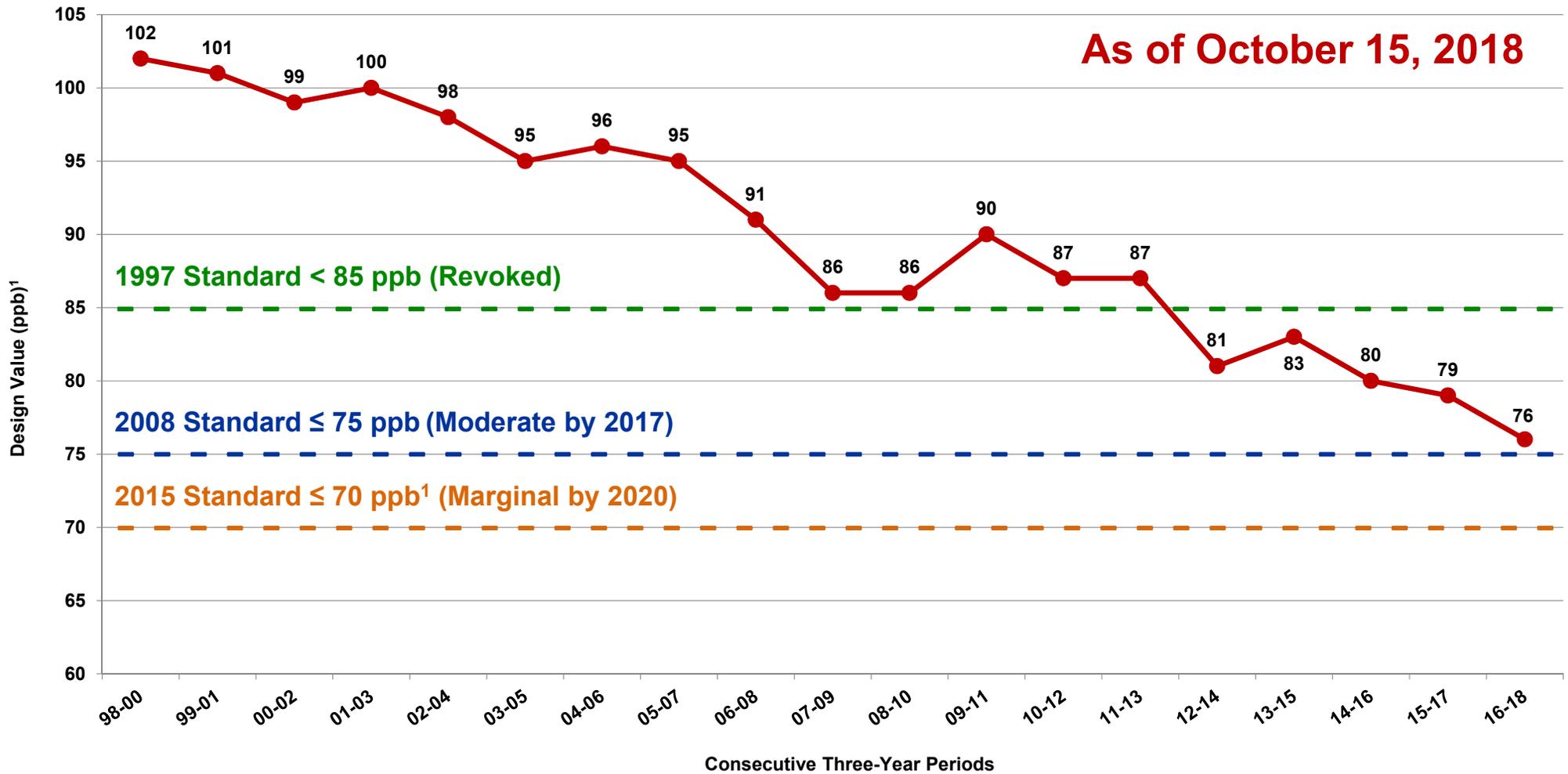


Exceedance Level indicates daily maximum eight-hour average ozone concentration.  
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)  
ppb = parts per billion

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of October 15, 2018



<sup>1</sup>Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

# CONTACTS

## General Air Quality:

**Jenny Narvaez**  
**Program Manager**  
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**[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)**

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**Communications Coordinator**  
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**[wvandiver@nctcorg.org](mailto:wvandiver@nctcorg.org)**



**<http://www.nctcog.org/trans/air/ozone/index.asp>**

**<https://www.airnorthtexas.org/>**

## Overview of Actions Affecting Eastern/Western Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Sep-18	Category 12 (Strategic Priority) funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 Unified Transportation Program (UTP)	\$0.00	\$34.00	\$1,070.74	\$2,442.40
Updated FAST Act Equity Percentage Share as of September 2018				30.48%	69.52%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,070.74	\$2,442.40
Cumulative Percentage Shares	30.48%	69.52%
RTC Approved Target Shares	32%	68%

# Increase Incident Response Decrease Driver Delay

## Executive Level Incident Management Training Opportunity

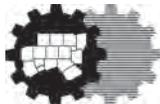
Join us for the Traffic Incident Management Executive Level Course hosted by the North Central Texas Council of Governments (NCTCOG). The course is designed to educate decision and policy makers on the importance and benefits of effective incident management. It also encourages a common, coordinated response to traffic incidents – a source of significant delays in our rapidly growing region.

Goals of the Traffic Incident Management Executive Level Course focus on:

- building partnerships with local emergency response agencies
- enhancing safety for emergency personnel
- reducing upstream traffic accidents
- improving the efficiency of the transportation system
- improving air quality in the Dallas-Fort Worth region

Space is limited. Register today. 817.695.9245 / [bwalsh@nctcog.org](mailto:bwalsh@nctcog.org)

Thursday, November 1, 2018  
10 am– noon  
NCTCOG  
Transportation Council Room  
616 Six Flags Drive, Centerpoint II  
Arlington, Texas 76011



North Central Texas Council of Governments  
Transportation



**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: February 2003 - September 2018**

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
Able Springs VFD	Fire Department				3	City of Coppell	Fire Department				2
	Police Department				0		Police Department				5
Town of Addison	Fire Department				5	City of Corinth	Fire Department				0
	Police Department				1		Police Department				5
City of Aledo	Fire Department				2	City of Corsicana	Fire Department				1
	Police Department				0		Police Department				0
City of Allen	Fire Department				2	City of Crandall	Fire Department				0
	Police Department				28		Police Department				5
City of Alvarado	Fire Department				1	City of Cresson	Fire Department				1
	Police Department				6		Police Department				0
City of Anna	Fire Department				0	City of Crowley	Fire Department				0
	Police Department				1		Police Department				1
City of Argyle	Fire Department				1	City of Dallas	Fire Department				8
	Police Department				2		Police Department				20
City of Arlington	Fire Department				7	City of Decatur	Fire Department				0
	Police Department				60		Police Department				3
City of Aubrey	Fire Department				7	City of Denton	Fire Department				6
	Police Department				0		Police Department				28
City of Azle	Fire Department				5	City of DeSoto	Fire Department				0
	Police Department				7		Police Department				8
City of Balch Springs	Fire Department				1	City of Duncanville	Fire Department				9
	Police Department				1		Police Department				3
City of Bedford	Fire Department				1	City of Edgecliff Village	Fire Department				1
	Police Department				10		Police Department				0
City of Benbrook	Fire Department				3	City of Euless	Fire Department				4
	Police Department				39		Police Department				17
Town of Brock Dennis VFD	Fire Department				1	Town of Fairview	Fire Department				1
	Police Department				0		Police Department				6
City of Burleson	Fire Department				4	City of Farmer's Branch	Fire Department				15
	Police Department				22		Police Department				59
City of Carrollton	Fire Department				0	City of Ferris	Fire Department				1
	Police Department				5		Police Department				0
City of Cedar Hill	Fire Department				4	Town of Flower Mound	Fire Department				1
	Police Department				13		Police Department				7
City of Cleburne	Fire Department				1	City of Forest Hill	Fire Department				2
	Police Department				5		Police Department				7
City of Colleyville	Fire Department				3	City of Forney	Fire Department				3
	Police Department				10		Police Department				0
City of Commerce	Fire Department				2	City of Fort Worth	Fire Department				3
	Police Department				2		Police Department				72

**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: February 2003 - September 2018**

SPONSORING AGENCY City, County, DOT, Transit Agency		AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency		AGENCY TYPE Police and Fire	TOTAL
City of Frisco	Fire Department	33		City of Keller	Fire Department	12	
	Police Department	6			Police Department	21	
City of Garland	Fire Department	2		City of Kennedale	Fire Department	1	
	Police Department	6			Police Department	4	
City of Glenn Heights	Fire Department	2		City of Kilgore	Fire Department	9	
	Police Department	6			Police Department	1	
City of Granbury	Fire Department	0		City of Krugerville	Fire Department	0	
	Police Department	4			Police Department	1	
City of Grand Prairie	Fire Department	2		Town of Krum	Fire Department	5	
	Police Department	4			Police Department	1	
City of Grapevine	Fire Department	7		Lake Cities	Fire Department	2	
	Police Department	20			Police Department	1	
City of Greenville	Fire Department	0		City of Lake Worth	Fire Department	3	
	Police Department	1			Police Department	5	
City of Greenwood	Fire Department	2		City of Lakeside	Fire Department	0	
	Police Department	0			Police Department	1	
City of Haltom City	Fire Department	1		City of Lancaster	Fire Department	15	
	Police Department	22			Police Department	21	
City of Hickory Creek	Fire Department	1		City of Lewisville	Fire Department	8	
	Police Department	0			Police Department	36	
City of Highland Park	Fire Department	0		Town of Little Elm	Fire Department	5	
	Police Department	0			Police Department	8	
City of Highland Village	Fire Department	0		City of Longview	Fire Department	1	
	Police Department	2			Police Department	1	
City of Hudson Oaks	Fire Department	1		City of Mansfield	Fire Department	9	
	Police Department	3			Police Department	13	
City of Hurst	Fire Department	2		City of McKinney	Fire Department	63	
	Police Department	23			Police Department	7	
City of Hutchins	Fire Department	2		City of Melissa	Fire Department	0	
	Police Department	2			Police Department	3	
City of Irving	Fire Department	6		City of Mesquite	Fire Department	8	
	Police Department	20			Police Department	9	
City of Italy	Fire Department	1		City of Midlothian	Fire Department	5	
	Police Department	1			Police Department	2	
City of Joshua	Fire Department	0		Town of Milford	Fire Department	0	
	Police Department	1			Police Department	2	
City of Kaufman	Fire Department	1		City of Murphy	Fire Department	1	
	Police Department	2			Police Department	0	
City of Keene	Fire Department	3		City of North Richland Hills	Fire Department	12	
	Police Department	0			Police Department	66	

**Traffic Incident Management - First Responders and Manager Course  
Agency Attendance: February 2003 - September 2018**

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
Town of Northlake	Fire Department		0			City of Southlake	Fire Department		2		
	Police Department		12				Police Department		10		
City of Oak Point	Transportation		3			City of Springtown	Fire Department		0		
							Police Department		1		
City of Ovilla	Fire Department		2			Town of Sunnyvale	Fire Department		5		
	Police Department		0				Police Department		0		
City of Pantego	Fire Department		0			City of Terrell	Fire Department		0		
	Police Department		2				Police Department		3		
City of Plano	Fire Department		72			City of The Colony	Fire Department		6		
	Police Department		86				Police Department		1		
	Risk Management		4								
City of Ponder	Fire Department		1			Town of Trophy Club	Fire Department		1		
	Police Department		1				Police Department		0		
City of Prosper	Fire Department		1			City of University Park	Fire Department		2		
	Police Department		4				Police Department		9		
City of Red Oak	Fire Department		2			City of Venus	Fire Department		0		
	Police Department		2				Police Department		7		
City of Richardson	Fire Department		2			City of Watauga	Fire Department		3		
	Police Department		8				Police Department		3		
City of Richland Hills	Fire Department		2			City of Waxahachie	Fire Department		1		
	Police Department		6				Police Department		15		
City of Roanoke / Marshall Creek	Fire Department		5			City of Weatherford	Fire Department		35		
	Police Department		3				Police Department		9		
City of Rockwall	Fire Department		4			Town of Westlake	Fire Department		0		
	Police Department		7				Police Department		1		
City of Rowlett	Fire Department		2			City of White Settlement	Fire Department		0		
	Police Department		5				Police Department		12		
City of Royse City	Fire Department		0			City of Willow Park	Fire Department		13		
	Police Department		1				Police Department		5		
City of Sachse	Fire Department		3			City of Wilmer	Fire Department		2		
	Police Department		35				Police Department		10		
City of Saginaw	Fire Department		0			City of Wylie	Fire Department		2		
	Police Department		1				Police Department		1		
City of Seagoville	Fire Department		3								
	Police Department		11								



**Traffic Incident Management - Executive Level Course**  
**Agency Attendance: February 2005 - May 2018**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								Total	
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		FIM Instructors (not included in total)
CITIES/TOWNS										
Town of Addison	1	1								2
City of Allen	5									5
City of Alvarado	5	4								9
City of Anna		2								2
Town of Argyle			1							1
City of Arlington	12	2	2		2					18
City of Azle	1	1								2
City of Balch Springs	5	1		1			1			8
City of Bedford	2	4			1					7
City of Benbrook	4	7	1							12
City of Burleson	3	1								4
City of Carrollton	2	3			1					6
City of Cedar Hill	2	1			2					5
City of Cleburne	3	1			1					5
City of Colleyville	2									2
City of Commerce		1								1
City of Coppell	1	3								4
City of Corinth	4	3								7
City of Crowley	3									3
City of Dallas	9	8	6		2			2		27
City of Denton	2	1			1					4
City of DeSoto	7	7		1						15
City of Duncanville	4	2			2					8
City of Ennis		2								2
City of Euless	8	15								23
City of Everman		1								1
Town of Fairview	1									1
City of Farmersville	1	1								2
City of Farmers Branch	3	3			1					7
City of Ferris	3	5								8
Town of Flower Mound	5								1	5
City of Forest Hill	3	2	3	1	1			2		12
City of Forney	2	2								4
City of Fort Worth	12		1		1					14
City of Frisco	4	5			2					11
City of Garland	5	3		2			1			11
City of Glenn Heights	1									1
City of Granbury	3									3

**Traffic Incident Management - Executive Level Course**  
**Agency Attendance: February 2005 - May 2018**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								Total	
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		FIM Instructors (not included in total)
City of Grand Prairie	4				1					5
City of Grapevine	3	3			1					7
City of Greenville	3	1								4
City of Haltom City	1	1	1							3
Town of Hickory Creek	1									1
City of Highland Park	1									1
City of Highland Village	1	5							2	6
City of Hurst	5									5
City of Hutchins	7	3								10
City of Irving	6	7			1			1		15
City of Kaufman	1									1
City of Keller		1		1						2
City of Lake Dallas	2		1							3
City of Lake Worth			1							1
City of Lancaster	5	2			1			1		9
City of Lavon	1	1								2
City of Lewisville	3								7	3
City of Mansfield (ISD)	2									2
City of McKinney	2	1	1		1				2	5
City of Melissa	1	1								2
City of Mesquite	6	2	5	2	1					16
City of Midlothian	1	1								2
City of Murphy	2									2
City of North Richland Hills	17	4	2		1					24
City of Parker	2									2
City of Pilot Point	1									1
City of Plano	8	4	1	1	1					15
City of Ponder		1								1
City of Prosper		1								1
City of Red Oak	3	2								5
City of Rhome	1			1						2
City of Richardson	7				1					8
City of Richland Hills	2	2		1						5
City of Rockwall	5									5
City of Rowlett	2				2					4
City of Royse City	1									1
City of Sachse		1								1
City of Sansom Park	2									2

**Traffic Incident Management - Executive Level Course**  
**Agency Attendance: February 2005 - May 2018**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
City of Seagoville	7	4	1							12
City of Southlake	4									4
City of Springtown	1									1
City of Terrell	6	1								7
City of The Colony	7							1	10	8
City of University Park	2									2
City of Venus	2	1								3
City of Waxahachie	3	1	1							5
City of Weatherford	3	1			1					5
City of White Settlement	2									2
City of Willow Park	1	2								3
City of Wilmer	2	2								4
City of Wylie	1	2								3
<b>COUNTIES</b>										
Collin County	9						1			10
Dallas County	36		2	2		10		1	23	51
Denton County	3			1		2				6
Ellis County	1									1
Kaufman County							2			2
Parker County	1									1
Rockwall County	1									1
Tarrant County	3			1						4
<b>OTHER AGENCIES</b>										
AAA								2		2
Emergency Response Bureau		1								1
FHWA								3		3
Fort Worth Transportation Authority								2		2
Dallas Area Rapid Transit	7		1					1		9
DFW Airport	2				1					3
Kelly Services								1		1
Mathis and Associates								1		1
Methodist Dallas Medical Center								1		1
NCTCOG								77	33	77
NTTA								7		7
Protect Environmental								43		43
TAS Environmental								8		8
Tarrant Reg. Trans. Coalition								1		1
Texas Health Harris Methodist Hospital Fort Worth								1		1
Texas Transportation Institute								1		1

**Traffic Incident Management - Executive Level Course**  
**Agency Attendance: February 2005 - May 2018**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
Texas Rangers								1		1
TxDOT - Austin					1					1
TxDOT - Dallas								13		13
TxDOT - Fort Worth					12			7	13	19
TxDOT - Johnson					1					1
Wrecker Services								6	13	6
<b>Total</b>	<b>341</b>	<b>151</b>	<b>31</b>	<b>15</b>	<b>44</b>	<b>12</b>	<b>5</b>	<b>184</b>	<b>104</b>	<b>783</b>

**MINUTES****Regional Transportation Council  
PUBLIC MEETINGS*****Work Program Modifications******Public Transportation Agency Program of Projects******Implementation of Regional Veloweb Trail Corridors******Autonomous Vehicles 2.0******Public Participation Plan Update*****Meeting Dates and Locations**

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

1. Monday, Sept. 10, 2018 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 18; moderated by Amanda Wilson, Program Manager
2. Tuesday, Sept. 11, 2018 – 6:00 pm – Meadows Conference Center (Dallas); attendance: 8; moderated by Karla Weaver, Senior Program Manager
3. Wednesday, Sept. 19, 2018 – 6:00 pm – North Richland Hills Library (North Richland Hills); attendance: 5; moderated by Karla Weaver, Senior Program Manager

**Public Meeting Purpose and Topics**

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on February 12, 2015. Staff presented information about:

1. Work Program Modifications – presented by Vickie Alexander
2. Public Transportation Agency Program of Projects – presented by Edgar Hernandez, NCTCOG and Angela Smith, Trinity Metro (Arlington); Allysha Mason (Dallas); Edgar Hernandez (North Richland Hills)
3. Implementation of Regional Veloweb Trail Corridors – presented by Kevin Kokes (Arlington); Karla Weaver (Dallas and North Richland Hills)
4. Autonomous Vehicles 2.0 – presented by Tom Bamonte (Arlington); Clint Hail (Dallas and North Richland Hills)

The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meetings are available at [www.nctcog.org/input](http://www.nctcog.org/input), and a video recording of the Arlington public meeting was posted at [www.nctcog.org/video](http://www.nctcog.org/video).

Each person who attended one of the public meetings received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations.

## **Summary of Presentations**

### ***Summary of Work Program Modifications presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/UPWP-Pres.pdf>

### ***Handout:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/UPWP-Handout.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. The UPWP is divided into five major task areas: Administration and Management, Transportation Data Development and Maintenance, Short-Range Planning and Programming and Air Quality and Transit Operations, Metropolitan Transportation Plan, and Special Studies and System Operations.

The modifications presented address additional funding for data management, regional freight planning, land-use and transportation initiatives and air quality management. Over \$10 million in proposed funding adjustments as a result of NCTCOG's FY 2019 budget development is included. Text updates related to public involvement initiatives, demographic data and subarea studies, and local government assistance are also addressed.

Both the Regional Transportation Council and the NCTCOG Executive Board will take action on the FY 2018 and FY 2019 UPWP modifications in October. Final modifications will be submitted to the Texas Department of Transportation on October 26, 2018.

### ***Public Transportation Agency Programs of Projects Arlington presentation:***

[https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/POPsPres-9\\_10.pdf](https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/POPsPres-9_10.pdf)

### ***Dallas and North Richland Hills presentation:***

[https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/POPsPres-9\\_11-19.pdf](https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/POPsPres-9_11-19.pdf)

### ***Handout 5307:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/Handout-5307.pdf>

### ***Handout 5310:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/Handout-5310.pdf>

### ***Handout 5337:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/Handout-5337.pdf>

### ***Handout 5339:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/Handout-5339.pdf>

Public transportation is part of a comprehensive transportation system and includes various types of services, such as fixed route, commuter, demand response and rail. Investing in these modes has a positive economic impact within communities, provides access for people with mobility impairments, reduces roadway congestion and improves air quality.

Three urbanized areas, Dallas-Fort Worth, Denton-Lewisville and McKinney, are eligible to receive formula funds through the Programs of Projects. There are four federal funding

programs for the aforementioned areas: Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities. The Dallas-Fort Worth region receives approximately \$124.6 million in Federal Transit Administration (FTA) formula funds annually through the award cycle. NCTCOG utilizes two different processes to award these funds. Two percent of the funding is set aside for a competitive Call for Projects as well as strategic partnerships. Ninety-eight percent of the funding is available annually through the Programs of Projects process.

Approximately \$107.9 million of the Programs of Projects funding for Fiscal Year 2018 was utilized by transit authorities. Of this \$107.9 million, 65 percent was utilized by Dallas Area Rapid Transit (DART), 16 percent by Trinity Metro and 5 percent by the Denton County Transit Authority (DCTA). The remaining 13 percent of funding was utilized by all other transit providers.

Core services provided by the Trinity Metro include fixed-route bus service, express service, paratransit bus service, the Trinity Railway Express and Molly the Trolley. There is a new and improved bus service in the west quadrant of Fort Worth, which includes new bus routes, later night service and twice the peak frequency on most routes. There are also new fare boxes on all buses, a new Trinity Metro website and new ADA accessible sidewalks and stops.

Future improvements for Trinity Metro will include 100 new bus shelters, new signage and information kiosks, extended service hours and changes to benefit ridership. Plans for new and improved bus service for various parts of Tarrant County and a new electric bus circulator for downtown areas are also on the horizon.

***Implementation of Regional Veloweb Trail Corridors presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/Regional-Veloweb.pdf>

A Regional Veloweb is a hierarchy of bicycle and pedestrian paths that connects various cities and counties. In November 2013, mayors from Arlington, Dallas, Fort Worth, Grand Prairie and Irving met at NCTCOG to commit to implementing a 64-mile Regional Veloweb alignment to connect their cities. Alignment for the Fort Worth to Dallas Regional Veloweb trail was included in Mobility 2020 in December 1996. A variety of funding sources have already been committed to 18.5 miles of trail. NCTCOG staff is requesting funding for 3.1 miles of trail from the Regional Transportation Council (RTC) in the fall of 2018.

Alignment for the Cotton Belt Regional Veloweb trail was included in Mobility 2020 in December 1996. In 2017 and 2018, NCTCOG, DART and local jurisdictions coordinated opportunities for environmental clearance, design and funding to construct high-priority trail sections. These high-priority sections include where DART is planning rail bridges and where trail and bridge construction is not feasible once the Cotton Belt Passenger Rail is active. NCTCOG staff is requesting funding for design and construction from the RTC in the fall of 2018. Design and construction is anticipated to begin in early 2019.

Proposed funding for the aforementioned regional trail implementations is approximately \$39 million. The RTC will take action on the funding in October 2018.

***Automated Vehicles 2.0 presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/AV.pdf>

NCTCOG is working on several projects related to the Autonomous Vehicle 2.0 Program, including planning resources, deployment cost assistance and regional priority deployments.

NCTCOG staff will procure planners to assist public entities attracting or facing autonomous vehicle deployments. More than \$1.5 million in funding is needed for this particular initiative. Staff will also assist with funding for public entities hosting an AV deployment. More than \$10 million in funding will be used for this project. More than \$20 million will be utilized for AV deployments for uses not served by developers. The exact funding sources for each project area are still to be determined.

The Regional Transportation Council will take action on the Autonomous Vehicle 2.0 Program in October 2018.

***Public Participation Plan Update presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/PublicParticipationPlan2018Update.pdf>

***Draft Plan:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/9/PP-P-Doc.pdf>

The NCTCOG Public Participation Plan fulfills basic public involvement requirements established by federal law. The plan defines public involvement procedures and comment periods, outlines communications and outreach strategies, describes measures for diversity and inclusiveness, and provides a basis for evaluating outreach efforts. Public participation requirements are also outlined in legislation regarding transportation funding, civil rights, environmental justice and limited-English proficiency.

The NCTCOG Transportation Department utilizes a variety of strategies and tactics to engage members of the public, including hosting public meetings and online comment opportunities, producing newsletters, posting on social media, participating in community events, engaging the media and advertising in publications.

The Public Participation Plan was last updated in February 2015. Due to new federal regulations on stakeholders, new regional demographics and an increasing shift toward the use of technology, an update to the plan is needed to reflect said changes and trends. Proposed revisions include a revised stakeholder list, more efficient input opportunities, an increased emphasis on livestreaming, revised evaluation and reporting measures and an updated Language Assistance Plan.

The proposed plan update will keep the length of all public comment periods the same and allow for the continuation of recording public meetings for online posting. Proposed changes include eliminating the requirement for multiple public meetings, encouraging livestreaming of meetings whenever possible and recommends Unified Planning Work Program (UPWP) modifications to be posted online without a video summary.

The 45-day comment period for the Public Participation Plan update ends on October 24, 2018. The Regional Transportation Council will take action on the update in November 2018.

**ORAL COMMENTS RECEIVED AT MEETING  
(Meeting location in parenthesis)**

**Public Transportation Agency Program of Projects**

**Curtistene McCowan, Mayor of Desoto (Arlington)**

A. Connectivity in Dallas and Ellis counties

*Comment:* It's critical to invest in connectivity in southwest Dallas and Ellis counties. We do not generally have public transportation in those areas. Additionally, we would also like to integrate biking and walking trails, as well.

**Nicole Raphiel, Citizen (Dallas)**

A. Funding for transit

*Comment:* I live in DeSoto, and we contract with STAR Transit. I want to understand how federal funding is utilized for transit.

*Summary of response by Edgar Hernandez:* STAR Transit utilizes a formula to pull federal funds, and there's a line item specifically for mobility management. However, it takes about a year for the formula funds to take effect. If you need more information on how much funding DeSoto will receive based on the formula, I can provide that to you.

*Question:* Are there any other funding opportunities?

*Summary of response by Edgar Hernandez:* You can express the need for transit to your city, and we can work with them to see if there are other pots of money available.

*Summary of response by Karla Weaver:* We did a study related to transit interest in Dallas, and there will be more public input opportunities related to it in the near future.

**Candice Cogburn, Volunteer Now (Dallas)**

*Question:* We're conducting some community efforts in Redbird. When will the study related to transit interest in Dallas be available?

*Summary of response by Karla Weaver:* The study will be scoped between the end of this year and early next year. It will most likely take about a year for the study to move forward.

**Implementation of Regional Veloweb Trail Corridors**

**Chad Edwards, DART (Arlington)**

A. Success of the Regional Veloweb

*Comment:* I would like to thank NCTCOG for all of their hard work on connecting biking and walking trails throughout the region.

**Laura Grantham, Coldwell Banker (North Richland Hills)**

A. Purpose of Cotton Belt bicycle and pedestrian trails

*Question:* What is the purpose of developing walking and biking trails along the Cotton Belt Corridor? Are you all hoping people use them for recreational purposes?

*Summary of response by Karla Weaver:* We're hoping people utilize the trails in a variety of ways. We work with cities to make them more of an amenity, but we hope they're used for economic development as well as a variety of other reasons.

## **Autonomous Vehicles 2.0**

### **Travis Attanasio, City of Haslet (Arlington)**

#### A. Autonomous vehicle grants

*Question:* Your presentation says respondents are eligible for grants. Where is the funding coming from?

*Summary of response by Tom Bamonte:* We are in the process of confirming funds and are committed to obtaining them as quickly as possible. We're working really hard to streamline the process and want to make sure these resources are available to all of our communities.

### **Nicole Raphiel, Citizen (Dallas)**

#### A. Utilization of autonomous vehicles in smaller communities

*Question:* How are smaller communities utilizing autonomous vehicles?

*Summary of response by Clint Hail:* Communities are wanting to use them as a first-mile or last-mile connection. The long-term goal is connectivity to work hubs.

#### B. Economic value of autonomous vehicles

*Question:* What is the economic value of utilizing an autonomous vehicle?

*Summary of response by Clint Hail:* I think a lot of people struggle with their commute to work, and they rely on transit and need some sort of connection from their home to a particular transit service. A lot of businesses are also going to cities and telling them their employees have a real transportation issue. It can be a big concern for cities.

### **James Arnstein, Citizen (Arlington)**

*Question:* How do autonomous vehicles relate to other NCTCOG initiatives?

*Summary of response by Amanda Wilson:* We're seeing a lot of autonomous vehicles that are also electric vehicles. Our air quality team promotes electric vehicles and their infrastructure. We will also receive funding from the Volkswagen Settlement. Volkswagen was caught cheating on their emissions testing, and the Texas Commission on Environmental Quality (TCEQ) put out a plan for how they want to spend the settlement money. The Regional Transportation Council is going to take action on Thursday to send comments to TCEQ for obtaining some of those funds for our region. Additionally, North Central Texas also serves as a Clean Cities Coalition.

### **Lauren Grantham, Coldwell Banker (North Richland Hills)**

#### A. Purpose of autonomous vehicles

*Question:* How will autonomous vehicles be utilized?

*Summary of response by Clint Hail:* There are a lot of anticipated uses. One of the big topics right now is shared-use mobility. We're trying to see if there's a way we can provide people a means

of transportation that is cheaper than owning a vehicle. We also want to improve air quality and reduce congestion. There are dozens of recreational uses as well.

*Question:* Who is overseeing shared-use?

*Summary of response by Clint Hail:* The private sector does most of the heavy lifting, and the developers hold a lot of the responsibility. Public entities are still figuring out their role and wanting to create effective policies.

### **Other**

#### **Chad Edwards, DART (Dallas)**

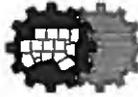
A. New demographics

*Question:* When will the next round of demographics be released?

*Summary of response by Amanda Wilson:* We'll have to get back to you with an answer. I think the Executive Board did approve a demographics update related to Mobility 2045. The next set of data released will most likely be the 2050 demographics.

### WRITTEN COMMENTS FROM PUBLIC MEETINGS

<b>Name and Title</b>	<b>Agency, City Represented</b>	<b>Topics Addressed</b>	<b>Comments</b>
Curtistene McCowan	Mayor, City of DeSoto	Increasing connectivity in the region	Attachment 1



## Public Meeting Comment Form

### Instructions:

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

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

Name Crististene S. McCowan  
 Organization City of Dallas BSW Partnership Mobility Committee  
 Date 9/10/18  
 Meeting Location NCTCOG Office, Arlington, TX

Please provide written comments below:

- 1) Moving forward, it is critical that more attention is given to connectivity <sup>govern</sup> between cities in SW Dallas <sup>Countries</sup> that ~~are~~ do not have public transportation
- 2) Increase efforts & funding to integrate trails in cities in SW Dallas & Ellis ~~Countries~~
- 
- 
- 
- 

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

## **WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

No public comments were received via website, email or social media.

**PUBLIC COMMENTS REPORT**

**WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

**Purpose**

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on February 12, 2015.

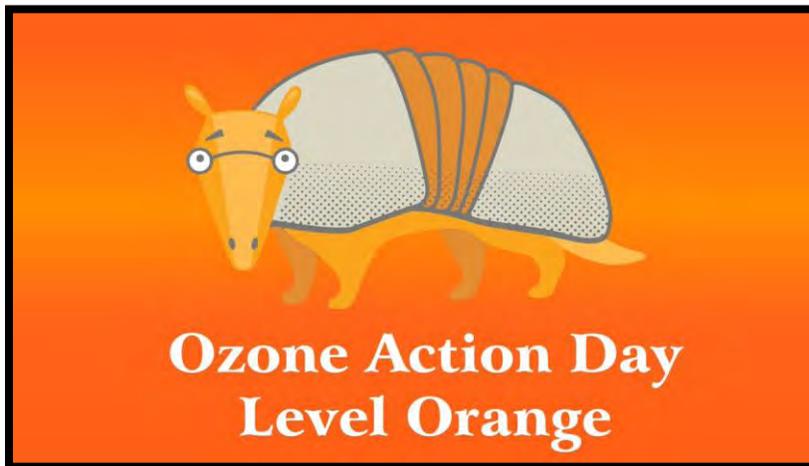
This report is a compilation of general public comments submitted by members of the public from Monday, August 20, through Wednesday, September 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. The majority of comments received were about public meetings to discuss and receive feedback on the Public Participation Plan, implementation of Regional Veloweb Corridors, Work Program modifications, automated vehicles and the Fort Worth Active Transportation Plan.

**Air Quality**

**Twitter**

1. Ozone Action Day – DFW-area ozone on 8/22 is predicted to be at Level Orange, unhealthy for sensitive groups. <http://bit.ly/9nC9vy>



Promote electric vehicles more. They're perfect for the DFW area and the traffic jams we have. I've been driving pure electric vehicles for the last 6 years and it's great!  
#DriveElectric @NissanElectric - Aaron Gleason (@aarchel822)

## Aviation

### Twitter

1. Families learn about aviation technology from @NCTCOGtrans and tour DFW Commemorative Air Force Museum #HealthySafeAndEngagedCommunity



## Bicycle & Pedestrian

### Twitter

1. We have a crosswalk!!! From our school to the park across the street!!! THANK YOU @NCTCOGtrans @KWeave1206 @CityofFortWorth 🎉🎉🎉 – plainy (@plainy)



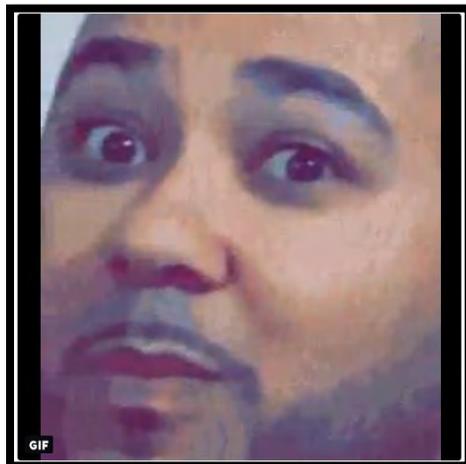
## Electric Vehicles

### Twitter

1. Hi, @RickMitchellWX, so we have this little event that's kind of a big deal on Saturday, from 10am - 1pm. We'll be celebrating National Drive Electric week at Grapevine Mills and there will be lots of electric vehicles on display. The weather's going to be great, right? Right?! – NCTCOGTransportation (@NCTCOGtrans)

....my 2011 Volt is super!! @ChevyElectric – Steve Kiester (@skiesterCFI)

Will we see you and your Volt tomorrow?! – NCTCOGTransportation (@NCTCOGtrans)



Not sure - got a busy day already planned - but who knows – Steve Kiester (@skiesterCFI)

Well, we'd love to have you join us! Even if it's briefly. 😊 – NCTCOGTransportation (@NCTCOGtrans)

### **Facebook**

1. They're quiet, less expensive to operate and fun to drive. Experience electric vehicles for yourself on September 8 at Grapevine Mills. Visit [www.DriveElectricDFW.org](http://www.DriveElectricDFW.org) to learn more. #TexasEV #NDEW2018 #DFWCleanCities #Roadto200 – Good Morning Texas



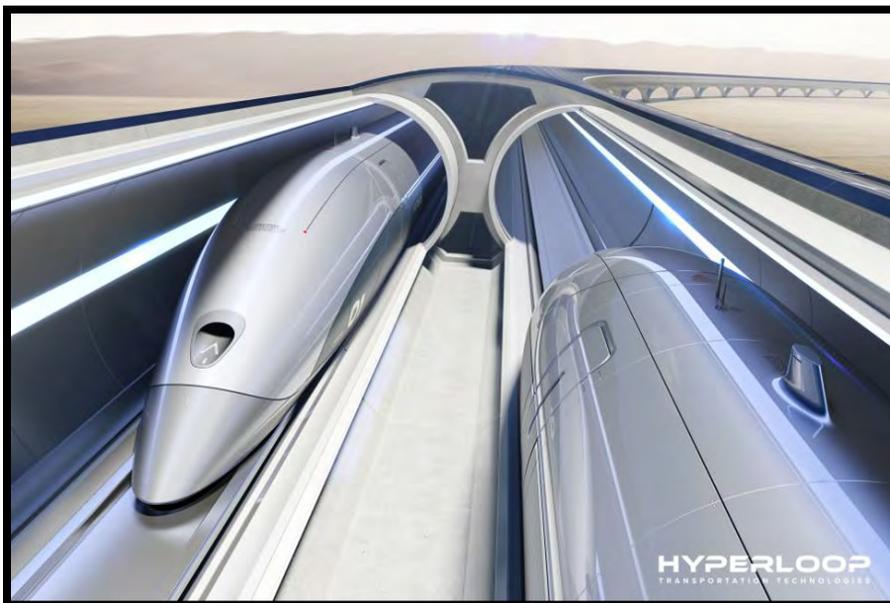
### **Innovative Vehicles & Technology**

### **Facebook**

1. Look at this everyone I'm so excited about this are y'all – John Robert Halliburton lii



2. "We wish to be a center of a technology change in transportation." – Transportation Director Michael Morris on the exploration of hyperloop technology in North Texas. <http://bit.ly/2CGMSfJ> – NCTCOG Transportation Department



Texas Department of Transportation The Lane Construction Corporation When will y'all start construction on the new rail lines I hope y'all will start by October – John Robert Halliburton lli

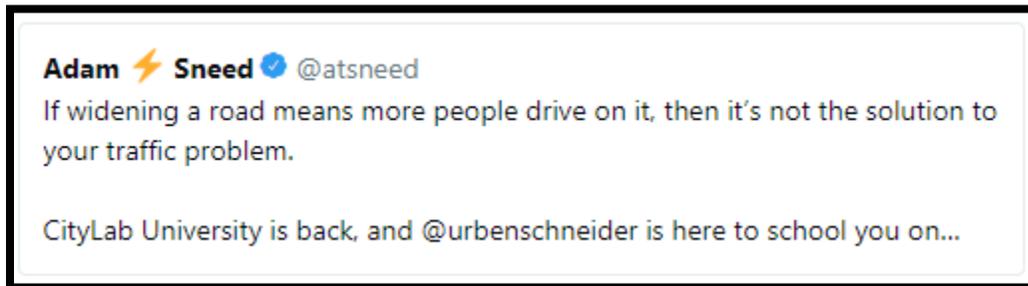
Wouldn't it be better to be at the center of a cultural change? There are reasons why folks have opted out of other forms of transit in the first place, and it's not just the lack of TOD. – Andy Richardson

## Project Planning

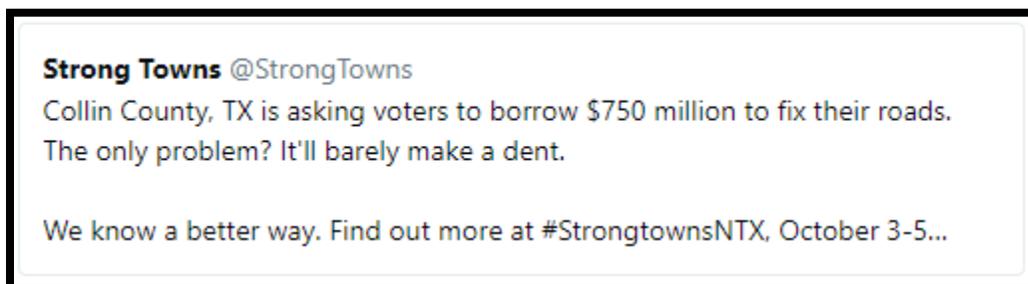
### Twitter

1. One would think the good folks @NCTCOGtrans & @TxDOT would understand this.

But then you see the #Mobility2045 plan & see what the state funds, and there is a YUGE disconnect... – Loren S. (@txbornviking)



2. It's time for @TxDOT, @NCTCOGtrans, counties & cities to use do the math & explain to policy makers & citizens that we can't continue on this path. At VERDUNITY, we're doing this work. We hope you'll join us at the #StrongtownsNTX gathering (where @k\_shepherd will be presenting)! – VERDUNITY (@VERDUNITY)



3. We agree strongly with this.

@CAMPOTexas @NCTCOGtrans @HGACmpo @AlamoAreaMPO – FarmAndCity (@FarmAndCity)

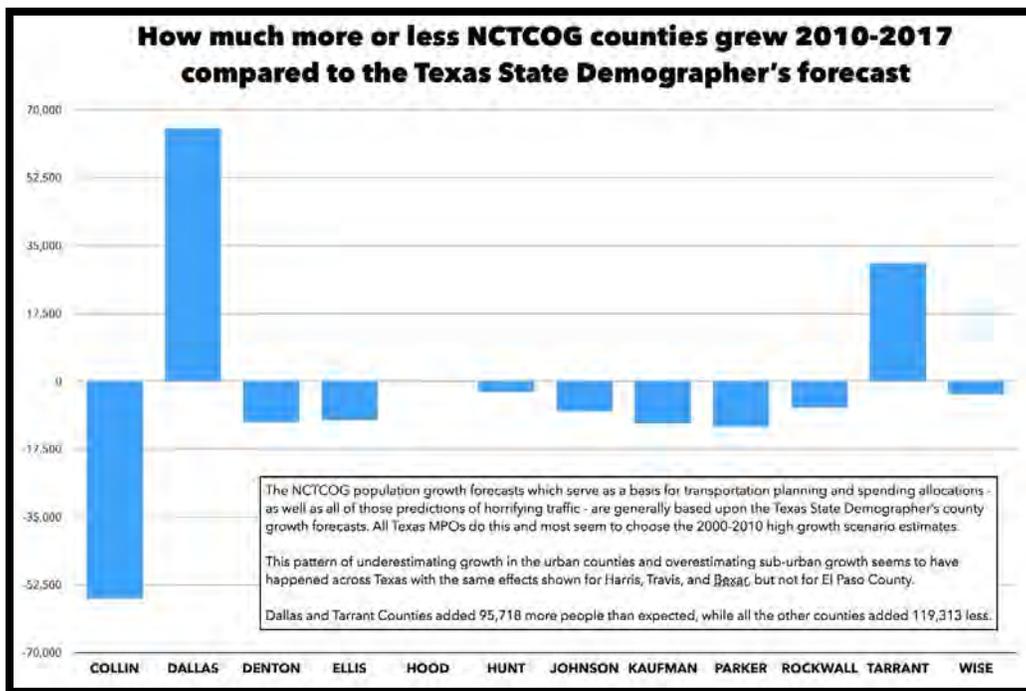
patrick kennedy @WalkableDFW

instead of showing here is how much growth will occur and here is where it will go then plugging it into a travel demand model, the RTC should be presented scenarios for pop growth, form of that growth, mode split targets, and the necessary infra investments for each scenario

Show this thread

Also to note: The TX State Demographer 2010 high-growth projections for counties (which all our MPOs basically use) seem to have systematically underestimated growth in urban counties & overestimated growth in sub-urban counties.

@CAMPOTexas @NCTCOGtrans @HGACmpo @AlamoAreaMPO



## Email

1. Ms. Stephanie Wagner-Irvin

To whom it may concern:

I as a new resident to Texas for the last 4 years. Choose to move to Arlington, Texas due to it's growth and I also believed it would be convenient to be in between to 2 major cities Dallas and Fort Worth without actually living in them. I didn't want to live in the traffic congestion like in up north Dallas, Plano, Richardson area even though I looked there first.

But what I'm seeing now is the same congestion building in Arlington. Arlington in the gateway between Dallas and Fort Worth and the same for North and South traffic from Mansfield to Euless, Bedford, Grapevine, South Lake etc...

This was my biggest issue of why I left Arlington was NO PUBLIC TRANSPORTATION. I can not understand why this city wouldn't capitalize on public transportation. It can help bring revenue in from students, workers, people attending sports and entertainment events. I believe it is why they lost the Amazon deal. The facility was beautiful but they didn't listen to the client they wanted an area with public transportation so their workers could commute. I believe in the future they will lose the Cowboy stadium too to Frisco, Plano or maybe even Dallas this time. I truly believe if a rail system and bus system were in place traffic would improve with less congestions, accidents and deaths removing cars off the roads. I-20, I-30 and 360 are a nightmare. Having public transportation not just at the airport where no one can't get to but in the middle between I-30HWY and I-20HWY and buses North and South to get a residents to HWY 30, 20 the Tre, airport, school, doctor appts, shopping and jobs etc.... Public transportation would also create jobs.

I come from Kansas city, Missouri and I was completely shocked to move to a state as large as Texas to find no public transportation in this area. Some of the reasons that I've heard was very concerning and offensive. Not wanting others from other surrounding cities to come into your city believing it would bring your property value down.

I hope this city can come into 21st century and plan for a better city and add public transportation and hopefully by 2025 a rail system in place.

This is just my observation and concerns for this beautiful, growing city.

## 2. Omar Venzor

Hello,

The previous travel demand model had lane capacity values referenced (pages attached). I'm trying to find if these values have been updated with the 2045 model, but cannot find them in the latest model. Can you direct me to someone who can help?

Omar,

Thank you for contacting the NCTCOG Transportation Department.

Kathy Yu is our Principal Transportation System Modeler and can answer any specific questions you might have related to the travel demand model.

I've copied her on this email.

Thank you,

Carli

Hello Omar,

Our model didn't change in the creation of the 2045 model run. Therefore, the lane capacity values that you referencematch those in the model used for the 2045 model runs.

Best regards,

Kathy Yu

### **Programs**

#### **Facebook**

1. Congratulations to the Green Dallas Try Parking It Facebook Contest winner: Daniel T.! Daniel won a solar powered cell phone charger from Try Parking It.

Many thanks to everyone who entered and learned a little about Try Parking It. Set you your free account today so you can record carpooling over the holiday weekend:  
[www.tryparkingit.com](http://www.tryparkingit.com)

TPI is a ride-match and trip-logging program for NCT commuters. Participation will not only improve our air quality and decrease traffic congestion, but you also earn points to use towards rewards. The more active you are, the more prizes you can redeem. Take a chance on an alternative trip, you won't be disappointed!

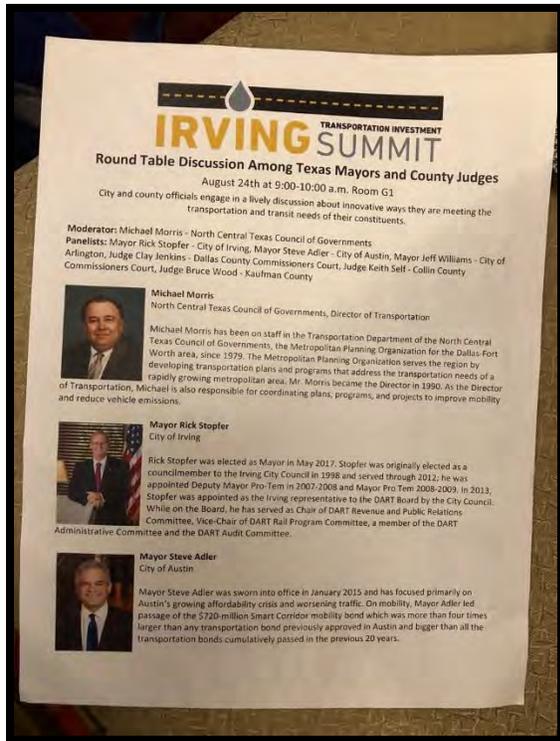
NCTCOG Transportation Department – Green Dallas



**Public Meetings & Forums**

**Twitter**

1. A round table discussion with the big guys...#irvingsummit2018 @CityOfArlington @MayorAdler @NCTCOGtrans @CollinCountyGov @KaufmanTx @DallasCountyTx – Mosaic Strategy (@mosaic\_sp)



2. DALLAS -- #VWSettlement PUBLIC HEARING TODAY at 2 PM at the North Central Texas COG @NCTCOGtrans at 616 Six Flags Drive in ARLINGTON. Make sure your voice is heard about #EV Charging Station Locations & Texas Regional Funding. Check out what's a stake at: [https://txetra.org/dfw-presentation ...](https://txetra.org/dfw-presentation...) – Texas Electric Transportation Resources Alliance (@TxETRA\_TX)



## Facebook

1. Want to make your voice heard? Mark your calendars for this meeting about transportation in North Richland Hills. – Community Table



2. The North Texas Council of Governments is holding public meetings regarding transportation this fall. The Dallas meeting will be held on Sept 11th. Follow the event link for more information. – Laura for Allen



3. Fort Worth folks, let us know how our draft network for biking and walking looks in the upcoming public meetings for the Active Transportation Plan. – Jeremy Williams



It sucks. 😊 – Trey Ingram

4. When we have are at the table our voices can be heard. Decide to be a part of the planning process that will go on with you or without you in North Texas.

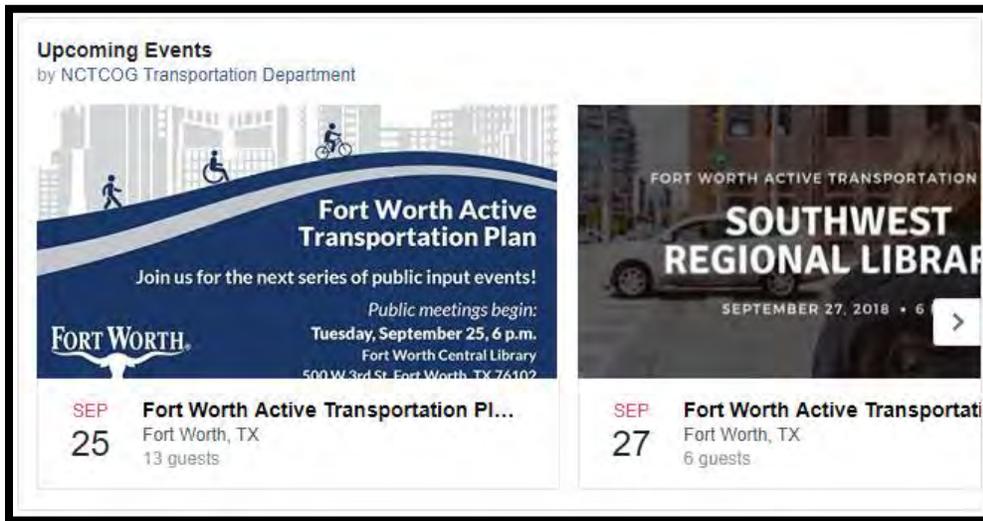
(1) Vision Planning with your voice or (2) Vision Planning without your voice - You choose. – Councilmember Nicole Raphiel



5. Action is the only way to bring about change. See you at one of the public meetings! – Bike Friendly Fort Worth



6. Check out these events hosted by NCTCOG! – Tarrant Transit Alliance



### Other

#### Twitter

1. This is pretty cool- Dallas appears to have the highest traffic fatality rate in the nation. Shout out to our "friends" at @TXDOTDallasPIO & @NCTCOGtrans; we couldn't have suffered so many deaths without their help! 🙌🙌 – Wylie H Dallas (@Wylie\_H\_Dallas)



2. And Dallas has the nation's 2nd most deadly transport system, thanks to @NCTCOGtrans ! – Wylie H Dallas (@Wylie\_H\_Dallas)



3. In 2017 the DFW area saw 695 fatal crashes, 168 in Tarrant County. – Fort Worth Urban (@UrbanFortWorth)



- 695 Mothers
- Fathers
- Sons
- Daughters
- Cousins
- Aunts
- Uncles

Grandmothers

Grandfathers

Friends

There is a better way. @NCTCOGtrans & @TxDOT must reconsider their #autocentric priorities. – Loren S. (@txbornviking)

4. Similar conditions exist in Dallas. Complete and total abdication of responsibility by @NCTCOGtrans and @TxDOTDallasPIO. – Wylie H Dallas (@Wylie\_H\_Dallas)



**Streetsblog USA** @StreetsblogUSA

640 people are dying on average every year on Houston's roads. Staggering.

This excellent @HoustonChron report points the...



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

## October 2018

### Calendar

**October 3, 8:30 am**

**TRTC**

Fort Worth Intermodal  
Transportation Center  
1001 Jones St.  
Fort Worth, TX 76102

**October 5, 10 am**

**35W Coalition Annual Meeting**

Texas Motor Speedway  
The Speedway Club, Dallas B  
3545 Lone Star Circle  
Fort Worth, TX 76177

**October 11, 11:30 am**

**Regional Transportation Council**

NCTCOG

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**October 12, 11 am**

**DRMC**

North Texas Tollway Authority  
5900 Plano Parkway  
Plano, TX 75093

**October 26, 1:30 pm**

**Surface Transportation**

**Technical Committee**

NCTCOG

Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

### **Survey: North Texans want more dedicated bike lanes**

North Texans want more dedicated bicycle facilities – trails and paths separated from vehicular traffic – according to a survey of 1,900 adults conducted by the North Central Texas Council of Governments. The survey was completed by telephone in both English and Spanish and had a 95 percent confidence interval.

Currently, the region boasts over 700 miles of off-street paths and more than 400 miles of on-street bikeways, with more funded or planned for the coming years. This will include efforts to connect residents to transit stations, jobs, schools, entertainment options and parks throughout the region. The Bicycle Opinion Survey covered a range of subjects, from how often people ride and their comfort level bicycling to bicycling barriers and proximity to bike facilities.

A majority of respondents (55 percent) would like to bicycle more. However, hot weather and a lack of various types of bicycle facilities were the reasons most often identified among all respondents as the top obstacles to bicycling more often. In addition, respondents reported a strong preference for bicycle facilities separated from vehicle traffic such as an off-street path or on-street dedicated bike lanes that are separated from traffic by wide buffers or physical barriers. Only a small percentage of respondents indicated they are comfortable bicycling with traffic on streets that do not have bike lanes separating them from vehicle traffic lanes. The closer respondents lived to a bicycle facility, the more likely they were to report riding a bicycle. This included both on- and off-street facilities, which NCTCOG works actively with local communities to improve.

The survey also sought to gauge safe riding practices. About 50 percent of those who reported they bicycled said they wear a helmet at least half of the time, but usage varied by age of the rider. For the full results of the survey and presentation slides, visit

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

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department.



## Delivery robots coming to Arlington

You've heard of autonomous vehicles. Maybe you've even seen them traveling the streets. But what about autonomous delivery robots? San Francisco-based Marble, a last-mile logistics robotics company, has announced it will deploy machines to deliver lunch, packages, groceries and other small



City of Arlington photo

Marble delivery robots will soon provide service to parts of Arlington as a way to improve the efficiency of the delivery of goods.

items in an area expected to include the Entertainment District, the University of Texas at Arlington and other nearby sites. The robots can make deliveries up to two miles away.

This pilot project is intended to improve the efficiency of the delivery of goods and reduce the number of trucks on the roads. Details on a launch date are still being worked out. In August, Marble began mapping sidewalks, an important step to help develop the "machine vision" the robots will use.

Each delivery robot will be accompanied by an engineer at the outset of the pilot project. The goal, however, is for each unit to deliver goods without an attendant. Delivery robots are being tested elsewhere. Marble is testing the delivery devices in the San

Francisco Bay area, according to a press release from the City of Arlington.

The deployment will not require City of Arlington funding. Instead, Arlington will provide a "friendly environment for experimentation." This is another example of Arlington's embrace of technology.

Arlington has also announced a partnership with Drive.ai to provide autonomous vehicle service in the Entertainment District. The company began a pilot test in Frisco over the summer.

## RTC approves funding exchange to help transit-oriented development

The Regional Transportation Council approved a funding exchange and partnership with Trinity Metro and Fort Worth Housing Solutions that will clear the way for construction of a parking facility to accompany a proposed transit-oriented development.

The RTC voted to transfer \$11.36 million needed for a parking garage to be built adjacent to the \$100 million project to Trinity Metro, which would then provide the same amount of local funds to Fort Worth Housing Solutions to pay for the garage.

NCTCOG staff will then work with Trinity Metro to identify a future project that would receive the RTC's federal allocation.

Parking garages are eligible for federal funds, but because this one will be a public-private facility, NCTCOG determined that a funding exchange may be more appropriate.

The future federal project with Trinity Metro will be brought to the RTC for approval.

## Study examines truck parking needs in DFW

NCTCOG recently completed the Regional Truck Parking Study, which examined overnight and temporary truck parking needs in the Dallas-Fort Worth area.

The study, a recommendation resulting from a comprehensive analysis of the region's freight system, focused on areas where more truck parking is needed. Currently, there are over 4,000 truck parking spots in the region, but growth has necessitated improvements in this area.

The analysis also identified areas with the most critical truck parking priorities, known as the Corridors of Concern. Recommendations were developed to provide guidance to address these findings. The study recommends the State and region:

- Make truck parking location information more accessible
- Make use of underutilized land
- Develop new rest areas
- Improve truck parking ordinances and land-use analysis

NCTCOG has produced a fact sheet to help the public better understand the need for additional truck parking. It is available at [www.nctcog.org/factsheets](http://www.nctcog.org/factsheets).

# REGIONAL News

## NDEW establishes another EV record

Another Texas record was broken in September, when 169 electric vehicles gathered at this year's National Drive Electric Week event in Grapevine. It was the most EVs in one location in Texas, topping the previous mark of 155, established at the same event in 2017. Attendees were able to learn more about the future of EVs from exhibitors.

In addition to having the most Tesla vehicles present of any NDEW event to date, a Jaguar prototype – the I-Pace – was present. This is Jaguar's first all-electric vehicle, and also the first from a major luxury manufacturer to hit the American market since Tesla.

Despite rainy weather, the event provided people the chance to experience these innovative vehicles up close. This was also a great way for organizations and infrastructure companies in the region to come together and educate members of the community about vehicle charging solutions, available incentives and other necessary information regarding electric vehicle technology.

This year's NDEW event was a success, but there is always room for improvement. Please take a few minutes to fill out a survey about NDEW to help make next year's event even better. It is available at [www.surveymonkey.com/r/Z7DS8KD](http://www.surveymonkey.com/r/Z7DS8KD).

## North Texas Facilities Expo coming to Arlington

The 2018 North Texas Facilities Expo is approaching. Come meet exhibitors from a variety of industries, including aerospace and defense manufacturing, computer and electronic manufacturing, energy, telecommunications and transportation.

The expo, scheduled for October 24-25 at the Arlington Convention Center, will be filled with educational conference sessions and exhibits aimed at meeting the facilities engineering, maintenance, and energy-management needs of attendees.

A portion of the Facilities Expo, known as Managing Green Buildings, is designed to educate facilities personnel on products and services that can help save energy and water. To register for the event, visit [www.fent.facilitiesexpo.com](http://www.fent.facilitiesexpo.com).

## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

**Trinity Metro**  
RideTrinityMetro.org

## By the Numbers

# 169

The number of electric vehicles gathered at Grapevine Mills during the local National Drive Electric Week event September 8. This was a Texas record.

# PUBLIC *Involvement*

## **Public invited to provide input on transportation**

NCTCOG will present information on transportation performance measures under development and an auto-occupancy rewards program being considered for TEXpress Lanes, during public meetings in October.

These subject and more will be discussed during a series of three meetings – 2:30 pm October 8 (Arlington), 6 pm October 15 (Richardson) and 6 pm October 18 (Fort Worth).

The Fixing America’s Surface Transportation Act requires NCTCOG to adopt targets for pavement and bridge condition, as well as system performance, which will be reported annually.

Additionally, staff will seek input on a new approach to verifying the number of occupants in vehicles using the region’s TEXpress Lanes.

The automated occupancy-verification technology would help the region move away from the current peak-period discount approach for managed lanes and, instead, provide eligible users with rewards via a mobile phone app. It would also allow carpoolers to register once instead of before every trip.

The meeting will also include an electric vehicle market update. It is estimated that up to 30 percent of the market will be made up of electric vehicles by 2040.

After discussing the EV market in North Texas, staff will identify available incentives for those interested in purchasing electric vehicles. For more information about these incentives, visit [www.dfwcleancities.org/evnt](http://www.dfwcleancities.org/evnt). AirCheckTexas, which helps qualifying motorists repair or replace vehicles with emissions problems, is one example. For more on the program and to determine qualifies, visit [www.airchecktexas.org](http://www.airchecktexas.org).

Watch the Arlington meeting in real time by clicking the “live” tab at [www.nctcog.org/video](http://www.nctcog.org/video). A recording of the presentations will also be posted at [www.nctcog.org/input](http://www.nctcog.org/input).

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Prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation.

# FORT WORTH DISTRICT PARTNERS



I-820 East Loop Groundbreaking Aug. 13

## OPTIMIZE system performance

### **I-820 East Loop**

Local and state officials broke ground Aug. 13 on the I-820 East Loop. The \$174 million project will reconstruct I-820 from SH 121/183 to Randol Mill Road. The four-mile project will add one mainlane in each direction and replace the SH 10 and Trinity River bridges. This Texas Clear Lanes project is estimated for substantial completion in 2022.

 [keep820moving.org](http://keep820moving.org)

### **I-635/SH 121 Interchange**

A groundbreaking was held on Aug. 13 for the I-635/SH 121 interchange. The \$370 million project will widen SH 121 north of the Dallas Fort Worth International Airport and reconstruct the interchange at I-635 and the direct connectors at SH 26 and FM 2499. This Texas Clear Lanes project is estimated for substantial completion in 2022.

 [dfwconnector.com](http://dfwconnector.com)

### **SH 121**

Construction begins this winter to add peak-use lanes on SH 121 from SH 183 to Glade Road. The three-mile project will ease congestion by widening the inside shoulders for use as additional lanes during peak-use periods. The \$21 million project includes a competitive time incentive in the contractor bid which could

accelerate construction by five months. It is estimated for completion in 2020.

### **FM 156**

Construction begins in early 2019 to widen FM 156 from US 81/287 to McLeroy Boulevard. The four-mile project will widen FM 156 from two to four lanes with a raised curbed median and sidewalks. The \$49 million project is estimated for completion in 2022.

### **Don't Mess With Texas**

For 30 years, TxDOT's "Don't mess with Texas" campaign has forged partnerships with the likes of Stevie Ray Vaughan, George Strait, Willie Nelson and LeAnn Rimes to share its important message. Now the search is on for a new amateur musical talent to represent the iconic litter-prevention campaign. The "Don't mess with Texas" Song Search Contest invites undiscovered Texans to compose an original 30-second song, incorporating the campaign's anti-litter message. The entries are being collected online where the public can vote on their favorites through October.

 [dontmesswithtexas.org](http://dontmesswithtexas.org)

TxDOT is working to expand its busiest metropolitan corridors.

Nine of the state's 100 most congested highways are located in Tarrant County. Six of these highways will be expanded and open to traffic between now and 2022.

Expanding these six highways will help address delays totaling:

**12 million annual hours stuck in traffic**

**\$243 million annual cost to the Texas economy**

## AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
SEP	FM 731	FM 917 to SH 174, Johnson County	Pavement overlay & repairs	\$1.9	\$1.9	-3.3
	SH 337 & SH 254	Various locations, Palo Pinto County	Rumble strips	\$0.1	\$0.1	-36.4
	SH 121	SH 183 to Glade Rd Bedford & Euless	Widen shoulder for peak-hour use	\$22.1	\$20.5	-7.1
	I-820	At Spur 303 & Sun Valley Dr	Bridge repairs	\$0.7	\$0.7	-8.8

## PROJECTED PROJECTS

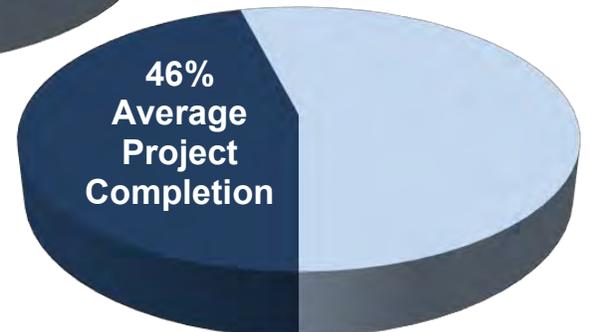
	Hwy	Limits	Type of Work	Estimate (millions)
DEC	Various roadways	Districtwide	Seal coat	\$13.7
	Various locations	Tarrant County	Illumination	\$2.8
	Various locations	Tarrant County	ITS equipment upgrades	\$0.3
JAN	US 281	1st St to 2nd St, Mineral Wells	Pedestrian improvements	\$0.5
	I-20	Hudson Oaks Dr to FM 1187	Pavement repairs	\$4.5
	US 67	SH 144 to the Paluxy River Bridge Glen Rose	Pavement overlay & repairs	\$2.2
	SH 180	Fielder Rd to 23rd St	Pavement overlay & repairs	\$6.6



### \$217 M PROPOSED LETTING



### FY 2019 CONSTRUCTION\*



**TOTAL CONTRACTS \$4.3 B**

\*includes CDAs

The Texas Department of Transportation is moving forward on the US 377 Relief Route to construct a three-mile relief route west of the city of Cresson.

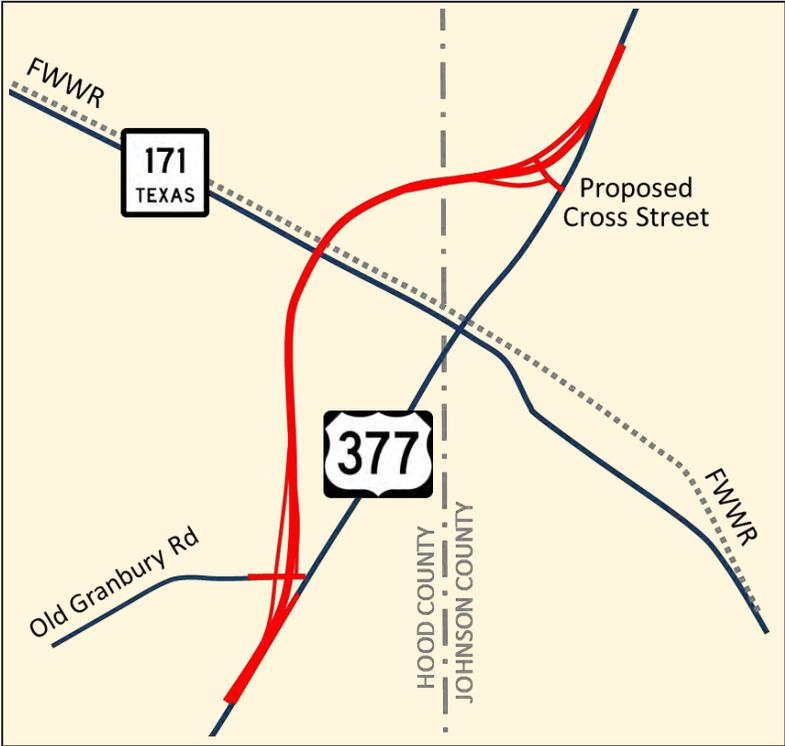
The relief route will be a new four-lane divided highway on US 377 between Fort Worth and Granbury beginning one mile south of the intersection of US 377 and SH 171 and ending one mile north of the same intersection. The relief route that includes an overpass will alleviate congestion at the current at-grade crossing with the Fort Worth & Western Railroad (FWWR) rail line.

In August, TxDOT awarded the \$61 million construction contract to Zachry Construction Corporation of San Antonio. Construction on the relief route will begin early next year in coordination with a groundbreaking event. The project is estimated for completion in 2022.

The project will improve safety and mobility by circumventing the busy FWWR at-grade railroad crossing and nearby rail switching yard which impacts traffic flow on US 377 in Cresson. Currently, 20,500 vehicles per day travel on US 377 in Cresson. This is projected to increase to 33,900 vehicles per day in 2035.



## CRESSON RELIEF ROUTE



 [txdot.gov](http://txdot.gov) • US 377 Relief Route



# PARTNERS

October 2018



Tarrant . Johnson

Parker . Wise . Hood

Erath . Palo Pinto

Jack . Somervell



Fort Worth District Office  
2501 SW Loop 820  
Fort Worth, TX 76133  
817-370-6500

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- ⊗ LOSING YOUR LICENSE



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# DALLAS DISTRICT PROGRESS

Monthly Report on Dallas District Projects and Topics \*\*\* COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

## PROMOTING CHILD PASSENGER SAFETY IN THE DALLAS DISTRICT

**DALLAS** — As part of its September "Save Me with a Seat" campaign, the Texas Department of Transportation spent the month urging parents to sign up for a free child safety seat check-up at any of its 25 district offices located throughout the state.

"Selecting the proper child safety seat can be a challenge, and it's important for parents to avoid the most common mistakes," said Jennifer Godina, a TxDOT contract specialist in the Ellis County Maintenance Office and the Dallas District's child passenger safety instructor.

The National Highway Traffic Safety Administration has found that two out of three safety seats are not used correctly. But when properly installed, a child safety seat can reduce the risk of fatal injury by 71 percent for infants and by 54 percent for toddlers.

Along with its awareness campaign, TxDOT has launched [www.savemewithaseat.org](http://www.savemewithaseat.org) to help parents learn about the different types of safety seats and whether their child may need a rear-facing, forward-facing or booster seat.

According to safety tips on the website, it is important for children to ride in a safety seat that is appropriate for their size. Infants and toddlers, up to age 2, should ride in a rear-facing safety seat until they reach the highest weight or height allowed by their safety seat's manufacturer.

School-age children are safest riding in a forward-facing safety seat or booster seat until the vehicle's seat belt fits them properly, usually when they are taller than 4 feet 9 inches and between 8 and 12 years old.

In 2017 in Texas, 73 children younger than 8 years old were killed and 408 were seriously injured in passenger vehicle crashes. Of the 73 children killed, 16 were unrestrained at the time of the crash.



**Photos at left and lower-left:** Jennifer Godina, the Dallas District's child passenger safety instructor, speaks with TV reporters about properly installing child safety seats.



SOURCE: Texas Department of Transportation



TxDOT image

"Nothing is more valuable than our children," said Godina, during a recent interview with NBC. "The importance of correctly installing your child's safety seat can never be overstated."

TxDOT's free safety seat inspections are available weekdays throughout the year and take about 20 to 30 minutes. Contact your local TxDOT area office for more details. ■

**IN 2017 IN TEXAS, NUMBER OF CHILDREN UNDER 8 YRS OLD KILLED OR SERIOUSLY INJURED IN PASSENGER VEHICLE CRASHES:**

DEATHS	73
INJURIES	408
UNRESTRAINED	16 (OF THE 73 CHILDREN KILLED)

SOURCE: TxDOT

TxDOT graphic

## SEPTEMBER 2018 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M) <sup>o</sup>	CONTRACTOR
1	0197-04-080	US 175	Brushy Creek Relief to FM 2860 and at EB SH 243	\$6.71	\$6.16	-8.13	\$7.65	Oldcastle Materials Texas, Inc.
2	0816-04-050	FM 455	At Cole's Branch, at Bilderback Creek (E of SH 289), and at Honey Creek (E of SH 289)	\$3.80	\$4.12	8.33	\$5.60	Pierce R & B LLC
3	1290-03-024	SH 276	FM 550 to Hunt County Line	\$1.35	\$1.26	-6.91	\$1.60	Austin Bridge & Road Services, LP
	0918-47-115*	VA	Various locations on State Highways in Dallas County	\$2.38	\$2.24	-5.84	\$2.82	Highway 19 Construction LLC
<b>ESTIMATED SEPTEMBER 2018 TOTALS</b>				<b>\$14.24</b>	<b>\$13.78</b>	<b>-3.24</b>	<b>\$16.06</b>	
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>				<b>\$465.50</b>	<b>\$450.64</b>	<b>-3.19</b>		
<b>DALLAS DISTRICT FY LETTING VOLUME CAP</b>				<b>\$287.84*</b>				

\* District FY 2018 Letting Volume Cap does not include the following:  
 1) Southern Gateway (\$565 million)  
 2) Previous Prop 1 commitments that have been funded through NCTCOG 10 year plan swap (\$103.2 million).

<sup>o</sup>Estimated Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

## OCTOBER 2018 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)
1	0121-08-019	FM 55	SH 31 to 3rd Street in Blooming Grove	\$9.86
2	2964-06-025	SH 190	North of Lake Ray Hubbard to south of Miller Road	\$1.13
	0047-09-036*	VA	Various roadways in Collin, Dallas, Denton, Ellis, Kaufman, Navarro, and Rockwall Counties	\$14.83
	0918-00-286*	VA	Various locations in the Dallas District	\$2.98
<b>ESTIMATED TOTAL</b>				<b>\$28.80</b>

\*Not mapped.

## COMPLETED CONSTRUCTION PROJECTS (FROM SEPTEMBER 1 – 30, 2018)

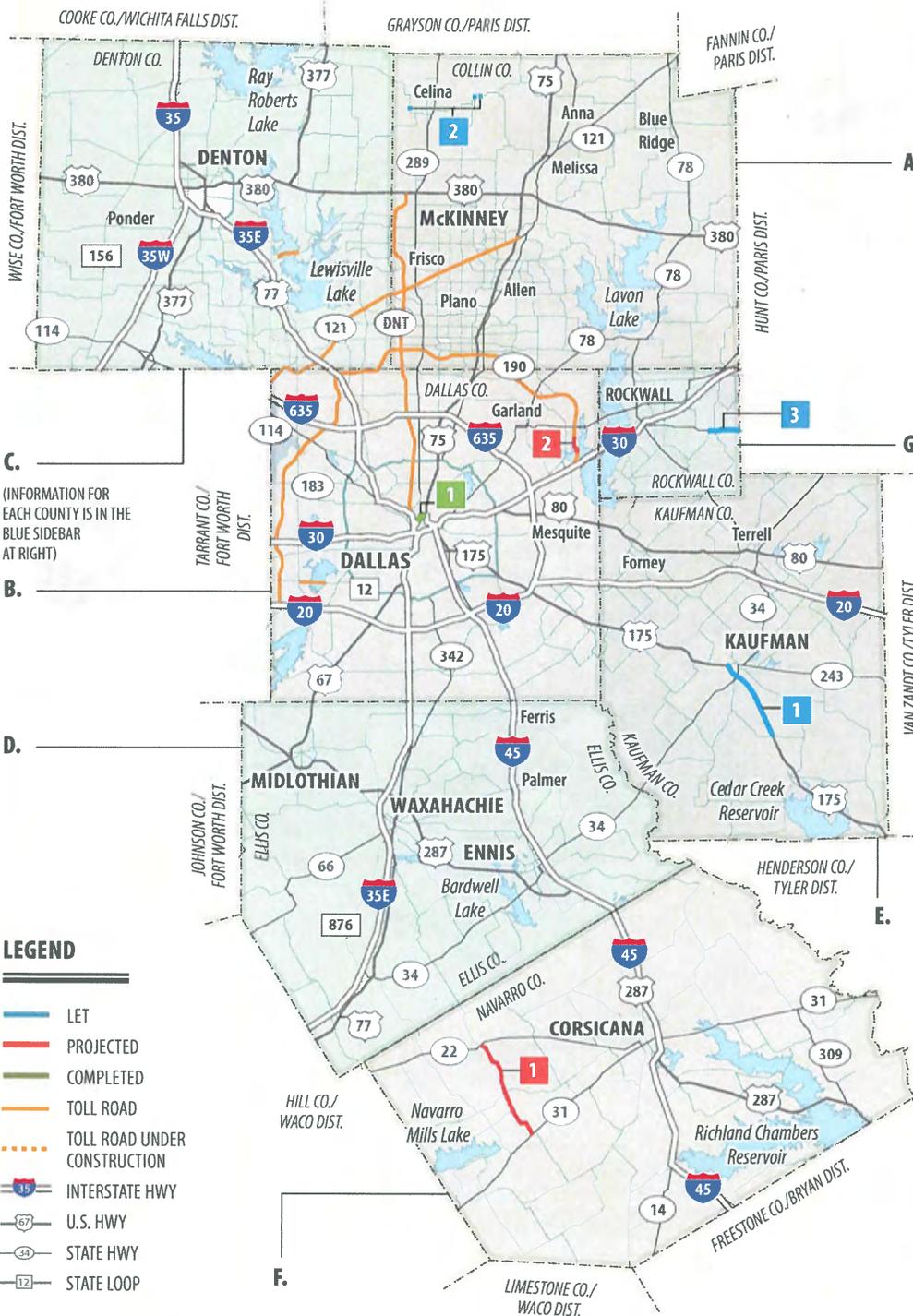
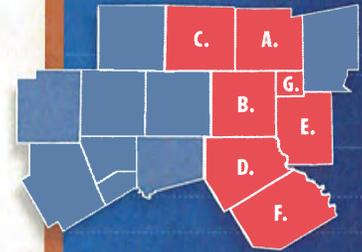
CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST (M)	COMPLETION DATE
1	0196-07-031	SS 366	On Woodall Rogers FR N Lamar St to North Central Expressway	\$0.67	9/25/2018
<b>ESTIMATED TOTAL</b>				<b>\$0.67</b>	

SOURCE: Texas Department of Transportation.

TxDOT graphic

# DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in September, are projected to let in October, or have recently been completed.



C. (INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

## LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD
- TOLL ROAD UNDER CONSTRUCTION
- INTERSTATE HWY
- U.S. HWY
- STATE HWY
- STATE LOOP

SOURCE: TxDOT research.  
\*POPULATION ESTIMATE: NCTCOG.



## 2018 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,016,333  
\*POPULATION ESTIMATE | 4,793,900  
LANE MILES | 10,624,968

**A. | COLLIN COUNTY**  
VEHICLE REGISTRATION: 783,712  
\*POPULATION ESTIMATE: 969,730  
LANE MILES: 1,445.857

**B. | DALLAS COUNTY**  
VEHICLE REGISTRATION: 2,141,401  
\*POPULATION ESTIMATE: 2,529,150  
LANE MILES: 3,359.795

**C. | DENTON COUNTY**  
VEHICLE REGISTRATION: 655,273  
\*POPULATION ESTIMATE: 844,260  
LANE MILES: 1,548.110

**D. | ELLIS COUNTY**  
VEHICLE REGISTRATION: 174,366  
\*POPULATION ESTIMATE: 183,360  
LANE MILES: 1,526.164

**E. | KAUFMAN COUNTY**  
VEHICLE REGISTRATION: 119,998  
\*POPULATION ESTIMATE: 119,670  
LANE MILES: 1,205.854

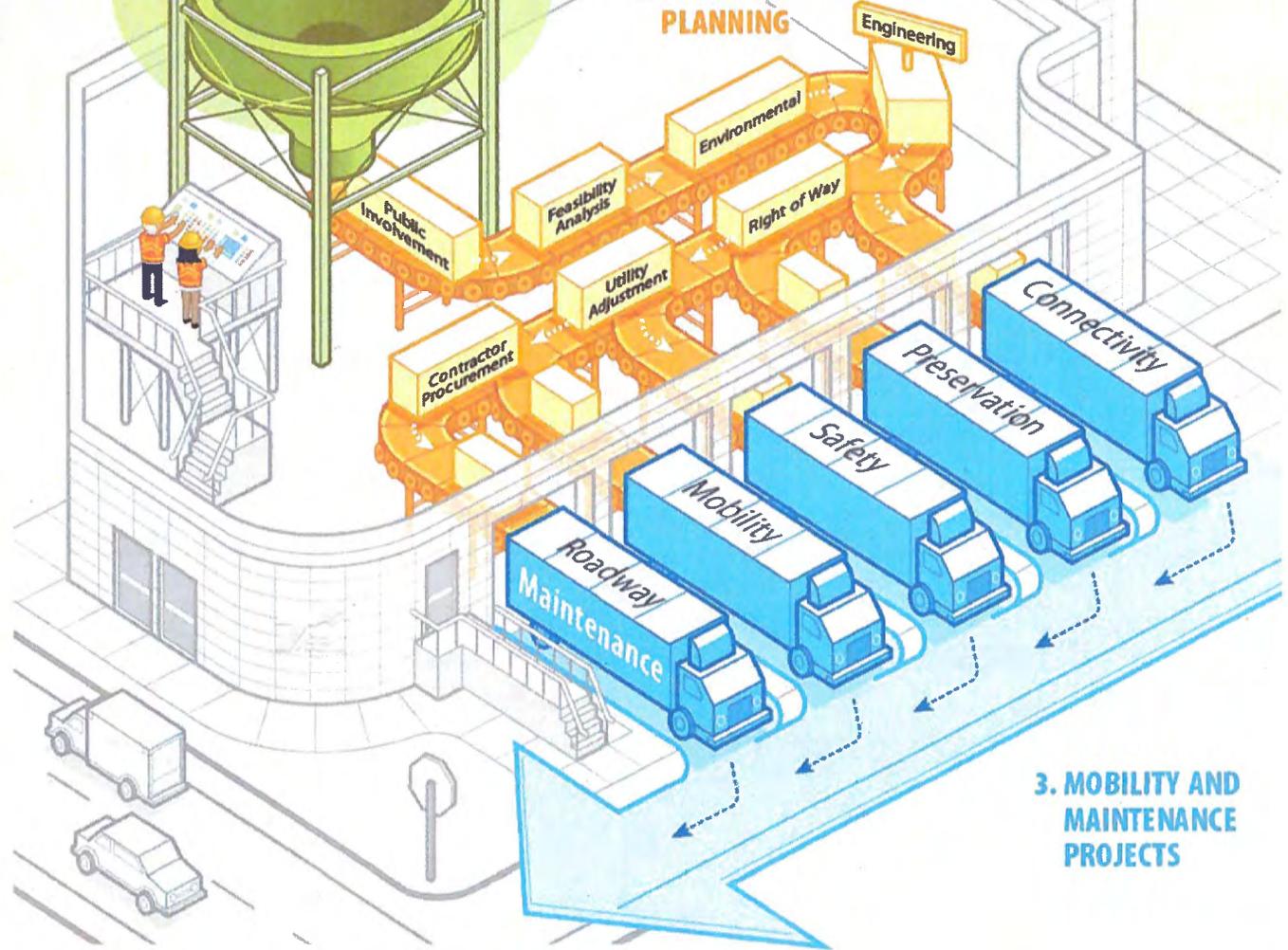
**F. | NAVARRO COUNTY**  
VEHICLE REGISTRATION: 52,268  
\*POPULATION ESTIMATE: 49,740  
LANE MILES: 1,192.820

**G. | ROCKWALL COUNTY**  
VEHICLE REGISTRATION: 89,315  
\*POPULATION ESTIMATE: 97,990  
LANE MILES: 346.368

# 1. FUNDING SOURCES



# 2. ADVANCED PLANNING



# 3. MOBILITY AND MAINTENANCE PROJECTS

SOURCE: Texas Department of Transportation

DEAN HOLLINGSWORTH/TxDOT Information Specialist



**Fred H. of Plano, TX:** "I wanted to comment and express my thanks for the new design on I-30 of placing the "warning track" over on the shoulder lane an extra foot or so. I drive a motorhome quite often and it makes it so much easier to move over another foot or so when others are passing. Thanks for the amazing job you guys do. – Fred"

SOURCE: Texas Department of Transportation.

TxDOT graphic

## DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF TRANSPORTATION  
4777 E. Highway 80  
Mesquite, TX  
75150-6643

FOR MORE INFORMATION:  
214-320-4480  
dalinfo@txdot.gov  
[www.txdot.gov](http://www.txdot.gov)



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# DFW CONNECTOR

## TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



### OVERVIEW

The initial \$1 billion DFW Connector project simultaneously designed and built 8.4 miles in Grapevine, Southlake and Irving, and it doubled the size of the existing highway system around the north DFW International Airport entrance.

Funding constraints required some original DFW Connector segments to be deferred. However, since 2013, TxDOT has been able to identify funding for FM 2499, new SH 121/360 ramps, the SH 121/360 interchange, and the I-635/SH 121 interchange.

FM 2499 work included rebuilding the mainlanes from SH 121 to Denton Creek. The SH 121/360 ramps project constructed new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360.

The SH 121/360 interchange was completed in May 2018, and construction began in August 2018 on the I-635/SH 121 interchange.



SH 121 at I-635 north of the DFW Airport

### PROJECT HISTORY

- **March 2006** – Texas Transportation Comm. authorized request for CDA proposals.
- **March 26, 2009** – CDA conditionally awarded to NorthGate Constructors.
- **Oct. 6, 2009** – CDA executed.
- **Jan. 2013** – TxDOT identified \$90 million in funding for FM 2499.
- **Sept. 2014** – TxDOT signs \$17 million contract for the SH 121/360 ramp project.
- **Feb. 2016** – SH 121/360 interchange project approved for Texas Clear Lanes congestion relief funding.
- **March 2017** – I-635/SH 121 interchange approved for Texas Clear Lanes congestion relief funding.
- **Aug. 13, 2018** – I-635/SH 121 interchange groundbreaking held.

### I-635/SH 121 INTERCHANGE PROGRESS

- Crews will install temporary barrier and detour pavement to shift traffic and allow for crews to begin permanent work.
- Utility work will take place throughout the alignment.
- Crews will start drilling bridge foundations throughout the alignment, including for the new Bass Pro Drive bridge.

### FM 2499 PROJECT FACTS

**LENGTH:** 1 mile

#### NUMBER OF LANES

- Two mainlanes in each direction built below the existing grade level, allowing commuters to bypass two intersections
- Two frontage road lanes in each direction at grade level

**COST: \$92 MILLION (FUNDED BY TXDOT)**

- Cat. 12 (Texas Transportation Commission approval in January 2013)

#### CONSTRUCTION DATES

- Construction start: August 2013
- Substantial completion: Summer 2016

### SH 121/360 RAMPS FACTS

**COST: \$17 MILLION (FUNDED BY TXDOT)**

#### CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: November 2015

### SH 121/360 PROJECT FACTS

**LENGTH:** 1.6 miles

**SCOPE:** New direct connectors for SH 114, SH 121 and SH 360

**COST: \$61 MILLION (FUNDED BY TEXAS CLEAR LANES INITIATIVE)**

#### CONSTRUCTION DATES

- Construction start: August 2016
- Substantial completion: May 2018

### I-635/SH 121 PROJECT

**LENGTH:** 1 mile

**SCOPE:** Widen SH 121 to accommodate new interchange at I-635 and direct connectors for FM 2499 and SH 26

**COST: \$370 MILLION (FUNDED BY TEXAS CLEAR LANES INITIATIVE)**

#### CONSTRUCTION DATES:

- Construction start: August 2018
- Est. substantial completion: 2022

#### TRAFFIC COUNTS (VEH PER DAY, 2016)

- SH 121 north of SH 114: 106,000
- SH 121 north of I-635: 119,000
- I-635 east of SH 121: 74,000

### ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

**LENGTH:** 8.4 miles

#### NON-TOLL LANES (WIDEST POINTS)

- 6 to 8 WB, 6 EB between William D. Tate Avenue and International Parkway
- 4 to 7 NB and 3 to 6 SB at SH 121 near DFW Airport's north entrance

#### TEXPRESS LANES

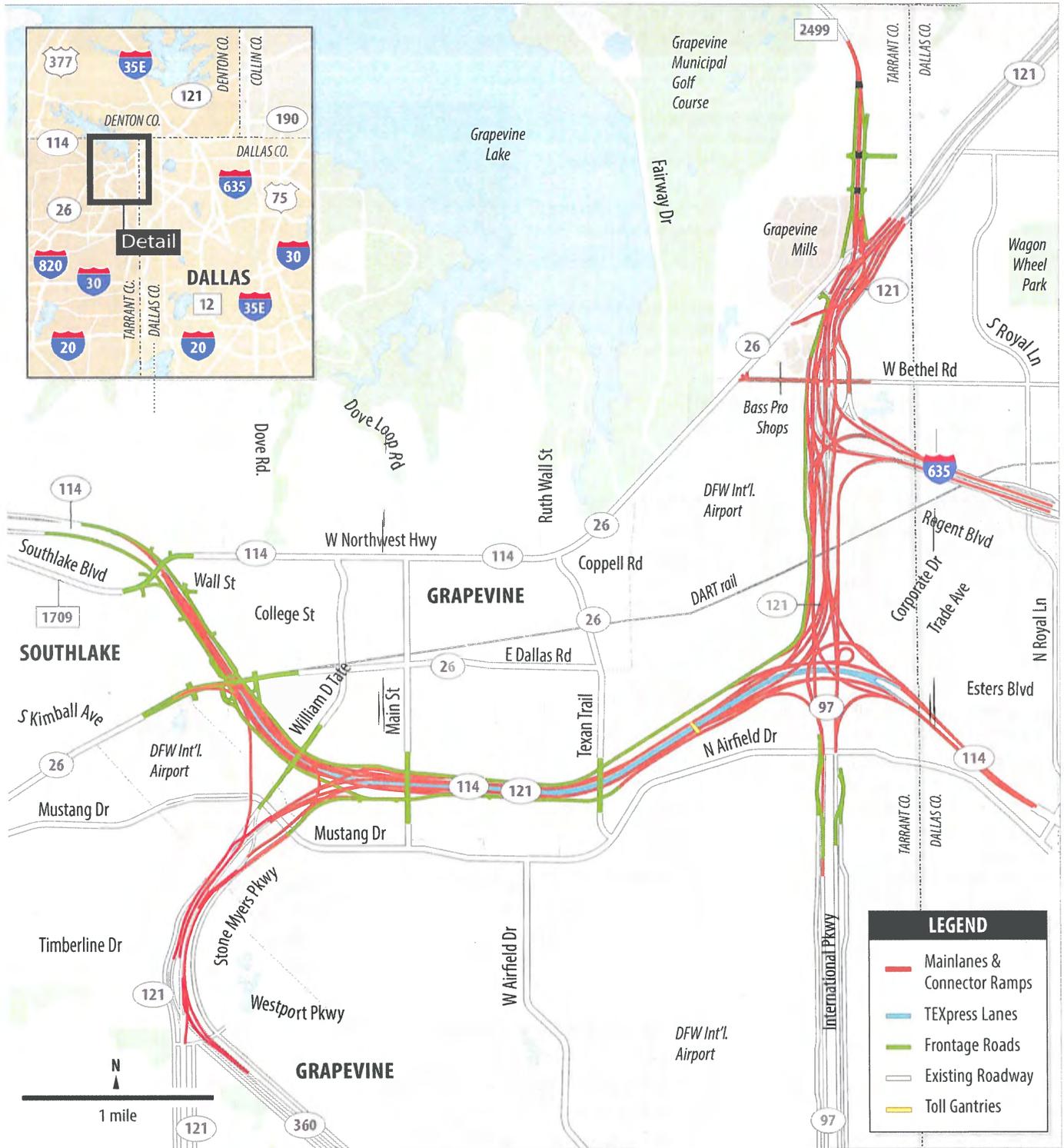
- Four miles, two in each dir. on SH 114

**COST: \$1 B (FUNDED BY TXDOT)**

- TxDOT: \$696 million; ARRA funds: \$261 million; Prop. 14 bonds: \$17.2 million; Prop. 12 bonds: \$32 million
- ROW: \$127 million (Prop. 14 funds)

#### CONSTRUCTION DATES

- Construction started: Feb. 2010
- Final acceptance: March 2014



NOTE: Project area is not drawn to scale in order to emphasize details.

PROJECT CONTACTS



Texas Department of Transportation  
 2501 SW Loop 820  
 Fort Worth, TX 76133  
 (817) 370-6846



Project website:  
[www.dfwconnector.com](http://www.dfwconnector.com)  
[www.texasclearlanes.com](http://www.texasclearlanes.com)  
[www.tdot.gov](http://www.tdot.gov)  
 Keyword: "DFW Connector"  
 Toll-free project hotline:  
 877-411-4212

Alyssa Tenorio  
 Public Information Manager  
 NorthGate Constructors  
 7651 Esters Blvd.  
 Irving, TX 75063  
 972-374-4570

Michael Peters  
 TxDOT Fort Worth District  
 Public Information Officer  
 2501 SW Loop 820  
 Fort Worth, TX 76133  
 817-370-6846

# INTERSTATE 35W

## TxDOT PROJECT TRACKER

FORT WORTH DISTRICT

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



### OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number 24 on the state's most congested roadway list. Plans to reduce the congestion by doubling capacity include interim projects to reconstruct the existing lanes and add two TEXpress Lanes in each direction.

The project is being built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) is constructing Segment 3A, from north of I-30 to north of I-820 including the I-35W/820 interchange. The Texas Department of Transportation (TxDOT) constructed Segment 3B, from north of I-820 to US 81/287. TxDOT has received a proposal from NTEMP3 to rebuild Segment 3C.

I-35W currently carries 119,000 vehicles daily near downtown Fort Worth and 142,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



July 19, 2018 — I-35W grand opening

### PROJECT HISTORY

- **January 29, 2009** – CDA conditionally awarded to NTEMP
- **July 6, 2011** – NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B
- **April 24, 2012** – The U.S. Department of Transportation announced that TxDOT has entered the final stage in the process for a \$531 million Transportation and Infrastructure Finance and Innovation Act (TIFIA) loan to help construct Segment 3A
- **Sept. 2012** – TxDOT awarded a contract for 3B to Lane Construction
- **March 1, 2013** – A facility agreement between TxDOT and NTEMP3 was signed
- **Sept. 19, 2013** – 3A financial close
- **July 19, 2018** – I-35W grand opening

### PROJECT PROGRESS

#### THE 3A PORTION: (I-30 to I-820)

- Project is substantially complete
- Work continues on the direct connectors from Belknap Street/Weatherford Street and I-30 to the I-35W TEXpress Lanes

#### THE 3B PORTION: (I-820 to US 81/287)

- This segment is substantially complete with all lanes in their final location.
- A section of the TEXpress Lanes north of I-820 opened to traffic in July 2017.

#### THE 3C PORTION: (US 81/287 to Eagle Parkway)

TxDOT has received a proposal from NTEMP3 to rebuild Segment 3C.

### PROJECT FACTS

#### LENGTH

- Segment 3A (I-35W from N of I-30 to N of I-820 including the I-35W/I-820 interchange) 6.5 miles
- Segment 3B (I-35W from N of I-820 to US 81/287) 3.6 miles
- Segment 3C (I-35W from US 81/287 to Eagle Parkway) 8 miles

#### TEXPRESS LANES

- Segments 3A, 3B, & 3C: Two NB & SB lanes (3C Proposed)

#### COST

- Segment 3A: \$1.4 billion
- Segment 3B: \$256 million
- Segment 3C: \$762 million (proposed)

#### FUNDING

- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$430 million developer equity; \$274 million Private Activity Bonds (PABs); \$127 million provided by Metropolitan Planning Organization; \$46.5 million interest income
- Segment 3B: \$245 million public funding; \$8.4 million developer equity; \$2.4 million PABS

#### RIGHT OF WAY

- Segment 3A: Complete
- Segment 3B: Complete

#### CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; substantial completion - July 2018
- Segment 3B: Construction start - April 2013; substantial completion - Dec. 2016



NOTE: Highlighted areas are not to scale.

TxDOT graphic

\* Segments identified by number do not denote priority or sequence. \*\*All segments will include one-way frontage roads at identified locations and connections to all existing and proposed improvements. ^^Discontinuous. ^^^Potential deferment of additional mainlanes. ^^^^Currently not funded. Ultimate capacity remains a priority to the region.

**SEG\* Roadway and Limits**

<b>3C</b>	I-35W from US 81/287 to Eagle Parkway	
Existing lanes (Each dir.)		2
Frontage lanes (Each dir.) ^^		2-3

**Interim Configuration\*\***

Mainlanes (Each dir.)		2
TEXpress Lanes (Each dir.)		2
Frontage lanes (Each dir.)		2-3

**SEG\* Roadway and Limits**

<b>3B</b>	I-35W from north of I-820 to US 81/287	
Existing lanes (Each dir.)		2
Frontage lanes (Each dir.)		2

**Interim Configuration**

Mainlanes (Each dir.)		2
TEXpress Lanes (Each dir.)		2
Frontage lanes (Each dir.)		2

**Ultimate Config. as Proposed in Regional Mobility 2030 Plan\*\***

Mainlanes (Each dir.) ^^^		4
TEXpress Lanes (Each dir.)		2-3
Frontage lanes (Each dir.)		2-3

**SEG\* Roadway and Limits**

<b>3A</b>	I-35W from north of I-30 to north of I-820	
Existing lanes (Each dir.)		2-3
Frontage lanes (Each dir.) ^^		2

**Interim Configuration**

Mainlanes (Each dir.)		2-3
TEXpress Lanes (Each dir.)		2
Frontage lanes (Each dir.) ^^		2

**Ultimate Config. as Proposed in Regional Mobility 2030 Plan\*\***

Mainlanes (Each dir.) ^^^		4
TEXpress Lanes (Each dir.)		2
Frontage lanes (Each dir.)		2-3

**SEG\* Roadway and Limits**

<b>3A II</b>	SH 121 Interchange ^^^^	
--------------	-------------------------	--

**PROJECT CONTACTS**



Texas Department of Transportation  
2501 SW Loop 820  
Fort Worth, TX 76133  
(817) 370-6846



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Director of Corporate Affairs  
NorthTarrantExpressMobilityPartners  
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North Richland Hills, TX 76081  
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**Michael Peters**  
TxDOT Fort Worth District  
Public Information Officer  
2501 SW Loop 820  
Fort Worth, TX 76133  
(817) 370-6846



"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

**OVERVIEW:** The Midtown Express Project (SH 183 Managed Lanes Project) is an interim project that will increase the capacity and reconstruct portions of State Highway (SH) 183, SH 114 and Loop 12. SH 183 has served North Texas' growing transportation needs since the 1940s. The current roadway dates back to 1959, and has remained relatively unchanged since 1973 when an additional mainlane in each direction was added. Today, the highway serves as a primary artery between Dallas and Fort Worth, but it can no longer adequately meet the demand of 150,000 to 170,000 vehicles per day. Plans include increasing the capacity of SH 183 and portions of SH 114 and Loop 12, with the addition of TExpress (toll managed) Lanes. The TExpress Lanes will feature dynamic tolling managed to keep traffic moving at 50 mph. The ultimate project for these roadways is not currently funded.



TxDOT photo archive

**AUGUST 2018:** Mainlane direct connect ramp between SH 183 and Loop 12 opened to traffic in August

### PROJECT HISTORY

- **1998-2000** – Major Investment Study for future expansion
- **2002** – Unsolicited proposal received for SH 183/I-820 corridor redevelopment between Interstate 35W (I-35W) and I-35E
- **February 20, 2013** – A Request for Qualifications (RFQ) issued
- **November 7, 2013** – TxDOT issued a final Request for Proposals (RFP)
- **May 29, 2014** – Southgate Mobility Partners given conditional award
- **June 24, 2014** – Financial Public Hearings held simultaneously in Dallas County and in Tarrant County
- **November 20, 2014** – Contract between TxDOT and SouthGate executed
- **December 2, 2014** – Project reached Notice to Proceed 1 (NTP1) and **February 5, 2015** – Notice to Proceed 2 (NTP2)

### PROJECT PROGRESS

- Construction on the Midtown Express project is expected to be complete by the end of this year.
  - Project is scheduled to reach substantial completion this fall
  - Final acceptance is expected in December 2018
- Over the course of the project, the team:
  - Rehabilitated 44 bridges
  - Built 26 new bridges

- Constructed four direct connect ramps
- Set 1,869 bridge beams
- Moved 2.7 million cubic yards of dirt
- Relocated 47 miles of utilities
- Performed 12,000 lane closures and 173 traffic switches
- Worked more than 4 million man-hours
- TExpress Lanes on SH 114 opened in November 2017. TExpress Lanes on SH 183 and Loop 12 are expected to open later this fall. The remaining TExpress Lanes on SH 114 are expected to open in early 2019.

### MIDTOWN EXPRESS PROJECT (ESTIMATED OPERATION: 2018)

- **Length**
  - SH 183 from SH 121 to I-35E: 14.8 miles
  - SH 114 from SH 183 to International Parkway: 10.5 miles
  - Loop 12 from SH 183 to I-35E: 2.5 miles
- **Cost**
  - \$847.6 million (Design and Construction)
- **Funding**
  - Funding sources include CAT 2, 7, 10, 11 and 12. TxDOT has applied for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.
- **Right Of Way**
  - Acquisition is 100% complete

### • Project

- Obtain right of way/ relocate utilities
- Reconstruct portions of frontage roads
- Reconstruct portions of mainlanes
- Construct TExpress Lanes in each direction on SH 183 and Loop 12.
- Construct one TExpress Lane in each direction on SH 114 from SH 183 to SH 161 and one WB TExpress Lane on SH 114 from SH 161 to Int'l. Pkwy.

### ULTIMATE PROJECT (ESTIMATED OPERATION: TBD)

#### • Cost

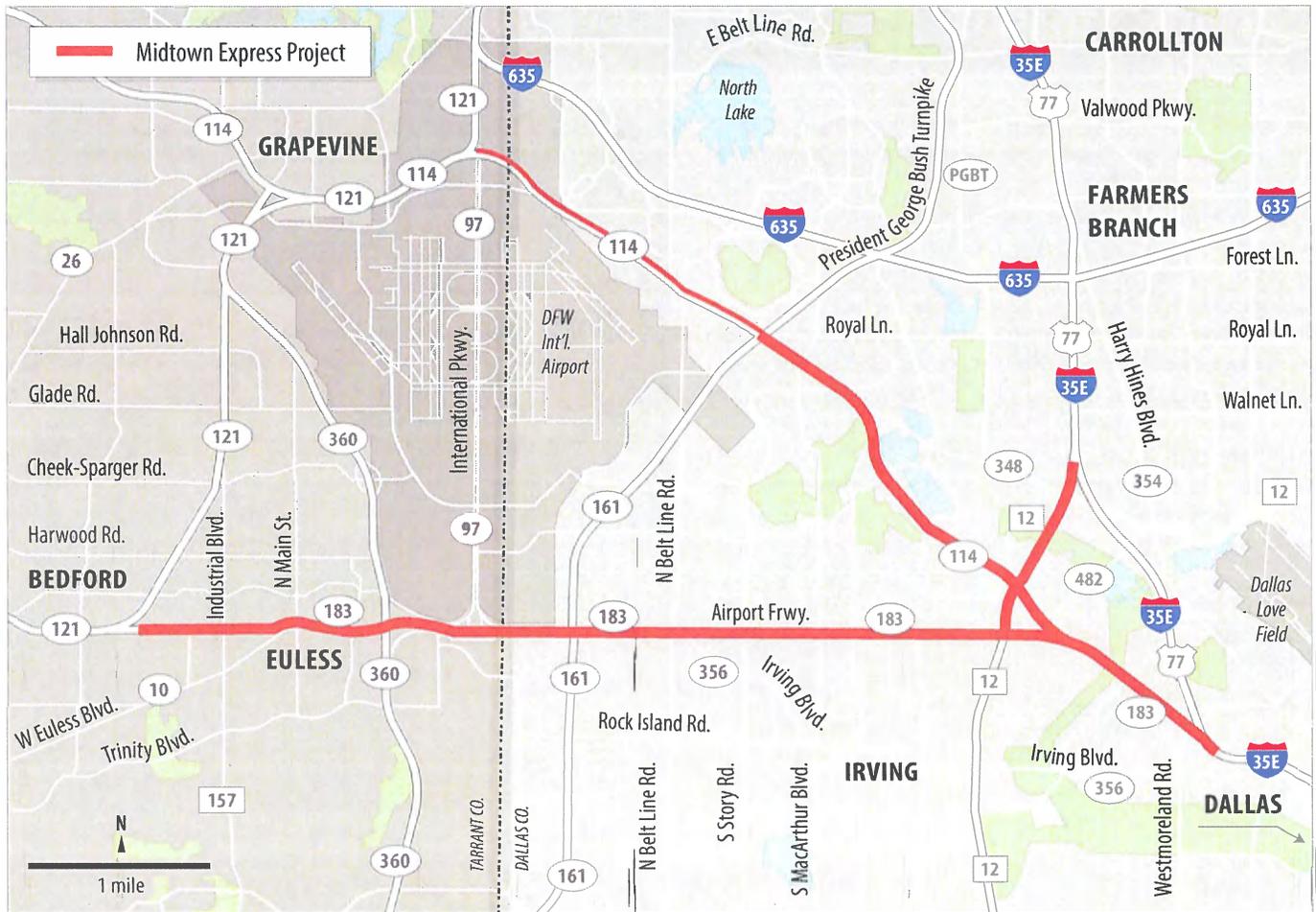
- \$2.5 billion (funding not identified)

#### • Project

- Add one mainlane in each direction in some locations
- Up to three TExpress Lanes in each direction in some locations
- Continuous frontage roads where applicable
- Diamond Interchange (roadways around the former stadium site) completion

### SCHEDULE

- Construction Start: April 2015
- Substantial Completion: Fall 2018
- Ultimate construction to begin when funds become available.



NOTE: Not to scale.

TxDOT graphic

**SH 183:**  
(BETWEEN SH 121 AND I-35E)

**SH 114:**  
(BETWEEN INT'L. PKWY. AND ROCHELLE BLVD.)

**LOOP 12:**  
(BETWEEN SH 183 AND I-35E)

	TEXpress Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	2 - 3
Midtown Express (Interim)	1 - 2	3	2 - 3
Ultimate Project Config.	2 - 3	4	2 - 4

	TEXpress Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	2 - 4	0 - 4
Midtown Express (Interim)	1*	2 - 4	0 - 4
Ultimate Project Config.	2	4	2 - 4

	TEXpress Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	0 - 3
Midtown Express (Interim)	1	3	0 - 3
Ultimate Project Config.	2R	4	2 - 3

\* Managed lane in WB direction only from SH 161 to International Pkwy.

TxDOT graphic

**PROJECT CONTACTS**



**Texas Department of Transportation**  
4777 East Highway 80 • Mesquite, TX 75150  
214-320-6100



**Project Website:**  
[www.drivemidtown.com](http://www.drivemidtown.com)

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"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

**OVERVIEW:** The Southern Gateway project will add capacity, replace aging pavement and improve safety along I-35E and US Highway 67 in southern Dallas. As one of the major highways into and out of downtown Dallas, the roadway carries about 218,000 vehicles per day on pavement that was first built in the 1950s. The reconstruction project has been supported since before 2003, when the project was first environmentally cleared but left unfunded. With improvements complete just to the north with the Horseshoe Project, the next step to further improve congestion in downtown is to rebuild this major urban highway.

**Goals:** Improve safety by rebuilding the highway, which will improve entrance and exit ramps, improve cross street bridges and add full shoulders within the

right of way along the I-35E section.

Full reconstruction and widening of I-35E to include five general purpose lanes in each direction and two reversible non-tolled express lanes from Colorado Boulevard to US 67. I-35E will have seven lanes into downtown each morning and seven lanes out of downtown each evening. The US 67 scope will save the existing paving and widen to provide a third general purpose lane in each direction from I-35E to I-20.



An aerial view of roadway construction at the I-35E/US 67 split looking southbound. Crews are removing old sections of northbound I-35E and have constructed the temporary northbound I-35E exit to Saner Avenue.

TxDOT photo

The existing concurrent US 67 HOV lane will be reconstructed to be one reversible non-tolled managed express lane in the center median.

### PROJECT HISTORY

- **Public Meetings** – June 23 & 25, 2015; July 7 & 9, 2015, January 26 & 28, 2016
- **FHWA Schematic Approval** – Spring 2016
- **Public Hearing** – July 2016
- **FHWA Environmental Clearance** – December 2016
- **Design-Build Contract** Executed with Pegasus Link Constructors (PLC) - June 2017

### PROJECT PROGRESS

- 8th Street Bridge over I-35E demolished and new bridge construction began in June 2018
- SB Zang Blvd. exit permanently closed in July 2018
- Beckley Ave. Bridge over I-35E demolished and new construction began in July 2018
- 18-month closure of Beckley Ave. at I-35E began July 2018

### PROJECT DETAILS

- **Limits:** I-35E from Colorado Blvd. to south of Kiest Blvd.; on US 67 from I-35E/US 67 split to I-20.

- **Length:** 11 miles
- **Estimated completion:** Late 2021

### PROJECT DESCRIPTION

- **I-35E:** Full reconstruction and widening to include five general purpose lanes in each direction and two reversible, non-tolled managed express lanes from Colorado Blvd. to US 67 and infrastructure for a deck plaza.
- **US 67:** Add a third general purpose lane in each direction from I-35E to I-20. The existing concurrent US 67 HOV lane will be rebuilt to become one reversible, non-tolled managed express lane in the center median.

### ESTIMATED COSTS

Construction	\$530.3 M
Utilities	\$16.3 M
Design/QA/CM	\$79.0 M
<b>Total Design/Build Contract*</b>	<b>\$625.6 M</b>
ROW (state costs)	\$40.0 M

\*Subject to change.

TxDOT graphic

### ESTIMATED FUNDING

CAT 2	\$50 M
CAT 5 (CMAQ)	\$54.3 M
CAT 7	\$54.1 M
CAT 11	\$260 M*
CAT 12	\$168 M
RTR Funds	\$39.6 M
Strat 102 (ROW Cost)	\$40 M
<b>Total Funding</b>	<b>\$666 M</b>

\*Congestion Relief Funding

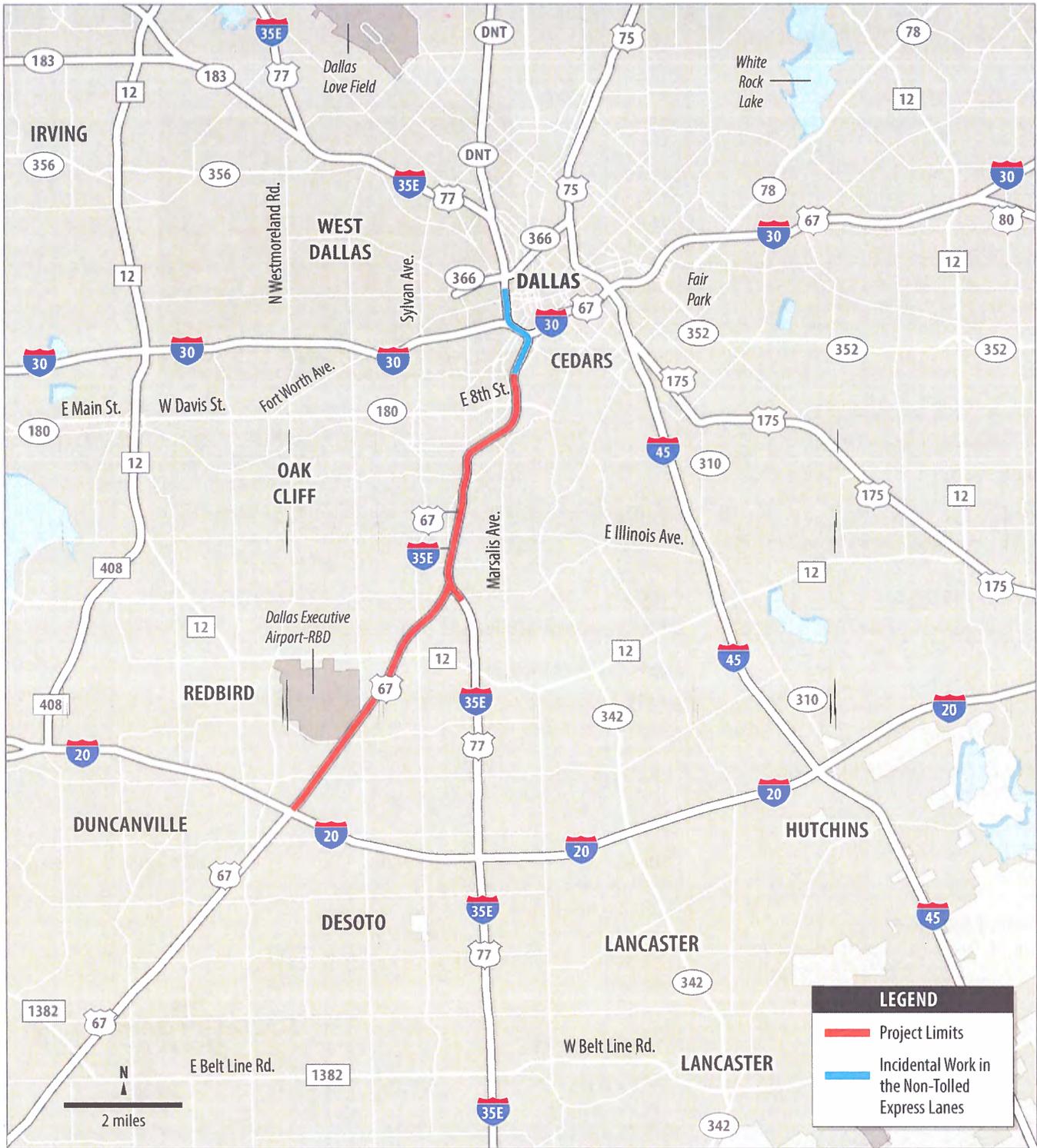
TxDOT graphic



Official 2018 logo design for TSG project.



A Texas Clear Lanes project: [www.TexasClearLanes.com](http://www.TexasClearLanes.com)



NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

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[www.TexasClearLanes.com](http://www.TexasClearLanes.com)



[www.TheSouthernGateway.org](http://www.TheSouthernGateway.org)

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